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The New-York Times.

Part One
Pages 1-8

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EXILED FROM HONOLULU

An American Citizen Forcibly Ejected from Hawaii.

TWO OTHER FOREIGNERS DEPORTED

Made Prisoners During the Recent Uprising and Condemned to Exile Without Trial.

PROTESTS TO MINISTER WILLIS IN VAIN

The Story of J. A. Cranston and J. B. Johnson of Their Sufferings in a Honolulu Prison and Deportation.

VICTORIA, B. C., Feb. 10.—The steamer Warrimoo arrived here late last night from Honolulu, bringing news of happenings there up to Feb. 3. On board the Warrimoo are three men who have been exiled by the Hawaiian Government for participation in the recent rebellion. The men exiled are J. Cranston, A. Muller, and J. B. Johnston.

J. Cranston, who claims to be an American citizen, made the following statement to the United Press representative:

"The so-called revolution in the Hawaiian Islands commenced Sunday evening, Jan. 6, sometime after 7 o'clock. All day Sunday I was in my room, and never left it only to go out twice—to dinner and to supper—returning immediately. About 9 P. M. the landlady of the house said to me: 'There must be something going on, as lots of men are passing up and down the street, evidently in a hurry, some with guns.'

"The house I was rooming in was about one block from the Executive Building, or Palace. I went out to the gate, but not seeing any one, returned to my room and resumed reading, and so continued until perhaps 12 o'clock, when I went to bed. I overslept next morning, and was awakened by Mr. Muller, a gentleman who was employed by me, and at the same time interested in a part of my business, rattling the window blinds. He said: 'Get up; there is trouble, and we can't get into our place of business.' I asked what the matter was. He said: 'There is a revolution or something, and volunteers have possession of our building.'

Mr. Cranston's Arrest.

"When I got to the warehouse, Muller had then been allowed to enter. I went in, and found it occupied by a part of a Portuguese company. After I had dinner I returned to my place of business, and then went down town again. While talking to a gentleman from Seattle he asked me if I had a gun. I said no, that I had never carried one in my life. He said that he had heard it reported that if the natives gained control they intended to slit the throat of every white man on the islands. I answered that I didn't believe anything of the kind; that such stories were manufactured to gain help from the white men who were neutral, and that only in case of such a possibility taking place would I take up arms.

"While we were talking, I saw a crowd coming down the street which consisted of about twelve men, one of whom was Mr. Norris, editor of Holomua, a daily newspaper, who were marching down accompanied by a nondescript guard. Some had guns, some revolvers, and I think a few had clubs. There were escorting prisoners to the Oaha Prison. Upon leaving my friend, I continued about my business, and passed on down King Street. Near the prison I found a few white men on guard. Further on I met two policemen walking behind two gentlemen—the latter I presume were also prisoners. On my return I purchased a newspaper, went to my office, and was detailing to my friend what I had seen when suddenly the door was thrown open, and about four or five policemen, with rifles, six-shooters, and belts filled with cartridges, in fact, perfect walking arsenals, walked in. The Commander in Chief, or whatever he was, said: 'Mr. Cranston and Mr. Muller, I arrest you.'

"When I asked if he had any papers he replied: 'This is martial law, we don't need any, and we arrest you anyhow.' I replied, 'All right.' Mr. Muller asked them to wait until he finished making an entry in his books. While he was doing so I finished reading the newspaper. When through we walked out, locking the door after us. We found outside a hack and a big crowd looking on. When we were seated, policemen climbed into the hack and seated themselves around us and we were driven to the station house.

"Arriving there, everything except tobacco and matches was confiscated. Then we were put into a yard where we found about five or six men. In a short time a few more joined us. When we numbered about twelve we were escorted out by another batch of policemen and nondescripts. We were marched down to the prison; arrived about 5 P. M., and were searched again. At first we were placed in separate cells, but, upon being moved into other quarters, two were put into one cell, so we judged that some more prisoners had been sent in. Again, in the evening, we were moved to other cells, where we spent the night. At about 6 o'clock in the evening the guards brought us a tin pot full of tea and two ship's biscuits. This was all we had to eat until 10:30 o'clock the next morning, when the cell doors were opened and we were allowed to walk in the prison yard for exercise.

"It was then we found out how many prisoners had been made the day previous. Altogether, there were about fifty prisoners, mostly whites. Joking was the order of the day, each telling the other how he had been 'run in' During the day some more were added to the party, and we remained in prison for several days. I knew only three or four of them, but I found we had as companions four of the brightest lawyers in town, V. V. and C. W. Ashford, Mr. Peterson, and Mr. Creighton. We also had Editor Norris and Business Manager Rooney of the Holomua, and some of the compositors of that paper, together with L. J. Levy, an auctioneer; E. B. Thomas, F. H. Redward, and Frederick Harrison, all contractors and builders; Frederick Windinberg, an ex-Postmaster General, and several hackowners and drivers in the party.

In Danger of Being Shot.

"The guards were not allowed to leave the prison for fear they might bring news in to us. Still, despite all the precautions taken, little bits of news would creep into the prison, and these would be eagerly discussed pro and con among us in the yard, each telling the other what had reached him. During the first week we were in our cells nearly every night at 8 o'clock. Sometimes one prisoner, or perhaps two, would be taken away, and we would not see them again, and know not what had become of them for a day or two, when the news was sent in as to where they were. This weeding out was kept up until only about thirty-two were left, this number remaining together until Saturday, Feb. 2. News then reached us that there was a division in the Cabinet, some Ministers advocating the shooting of all arrested without a trial, while other Ministers were opposed to such extreme measures.

"Right here it might be necessary to say that from the way the arrests had been made it seemed as if 'lettres de cachet' were given to all who had any personal or business grievance against any one, so that all that was needed to cause a person's arrest was to assert that he was a Royalist, and he was forthwith arrested and cast into the bastile. All those incarcerated were illegally held, because, according to the opinion of counsel, no one can be arrested under martial law for offenses alleged to have been committed before the right of habeas corpus was abolished and martial law declared, which was only done Monday morning; hence all those who were not actually engaged on Monday in warfare or other acts against the existing Government were illegally arrested and detained.

"As soon as we heard of this the imprisoned Americans sent for United States Minister A. S. Willis and told him what we had heard. He stated that he also had heard it, and immediately interviewed the President, who had assured him that nothing like that would be allowed to take place. He left us with the statement, which was not very assuring, that there were some rabid people in town who were advocating the same wholesale slaughter. His Excellency was told by us that if there was any danger of that taking place we wished to sell our lives as dearly as possible, and if rifles and cartridges were given us we were willing to take our chances. He said he did not think there was any immediate danger; but, knowing there was no man-of-war of any nationality in the harbor, we did not feel altogether safe; we heard also that the wholesale butchery had been advocated by one of the Government organs, they having arrested all of the officers on one paper, so that it was discontinued for a time.

"They also imprisoned the editor of the other opposition paper, The Bulletin, as the news printed by the other two newspapers was just what suited their purpose; consequently, all that has been sent over to the States was only one side of the case. On the arrival of the first steamer our mail brought us each a letter, which had been opened and read by the Marshal. We protested to the American Minister against such action, but he seemed to take the ground that they had a right to do so. Our imprisonment continued until Feb. 2, when, at 10 A. M., Muller and myself were called from our cells and told to pack up the few things we had. Entering the yard, we found James B. Johnston, one of the men confined with us, also preparing to leave. We inquired of the guards where they were taking us, but no answer was given. As we went from the outer door we found a guard of six native policemen waiting for us. We were placed in the centre of them and were marched down the street to the station house.

"The streets were crowded with people evidently on the lookout for new developments, and although we were in no way connected with the so-called revolution, it was touching to see old Kanakas taking off their hats, and many a smile and a bow were given us from the native women. At the station house many white and native prisoners were taken before the Attorney General and the Marshal. The Attorney General said:

"'You are going to be put on board the Warrimoo, which leaves in an hour.'

"I replied that I was not.

"'You have nothing to say about it,' retorted the Attorney General, 'and you are going. You can leave the power of an attorney with anybody to attend to your business, if you wish.'

"I answered, absolutely declining to do anything of the kind, and demanded the presence of the American Minister.

"'The Marshal said, 'You shan't see him.'

"I said, 'I will try to. I have no proper clothes for such a trip, and absolutely refuse to be put aboard except by main force. I will resist to the last.'

"The Marshal then replied: 'You can go in the clothes you have got on. We will put you on board.'

"Then he opened the door and I walked out, followed by the Marshal. There was a native policeman standing at the door. I said to the Marshal: 'I ask you again in the presence of this man that I be allowed to see the American Minister.' The answer I got was: 'Sit down there,' pointing to a chair. I told him I would sit down when I got ready. He said to a native policeman: 'Make him sit down.' The policeman followed his instructions and I sat down.

Forced Into Exile.

"In about an hour the guard called me. I followed and my hand satchel was given me. I found Muller and Johnston also ready to move. We were put into three hacks, each accompanied by two guards, and driven rapidly toward the wharf. The steamer's last whistle had sounded. I refused to leave the hack and was taken from it by force. Then I refused to go on board and was forcibly put there by the guards. My fellow-prisoner, Johnson, caught sight of British Commissioner Major Hawes, as we were being driven down, and called to him. Major Hawes immediately turned and followed us, and to this fortunate circumstance do we owe the fact that we were able to communicate with our representatives. It was the evident intention of the villains to hustle us off and shove us on board the steamer just as she was leaving so we could not communicate with anybody.

"When the British Commissioner appeared he interviewed Johnston. I asked him if he would kindly send the American Minister to see me. He did so. In a short time Consul Mills appeared, followed immediately by Minister Willis. I stated all the circumstances and protested against being 'Shanghaied' on board the steamer. He said he would do everything in his power for me, and for the first time asked me if I had anything to do in any way with the so-called revolution. He asked me as a friend in whom he might confide. I told him I was absolutely ignorant of anything connected with it, either directly or indirectly. I had never heard of it until Monday, knew none of the men connected with it, and had never even seen them.

"He asked me if any charges had been preferred against me, and I told him that I did not even know why I was arrested. He went out for a few minutes, and on his return said: 'Mr. Cranston, the Marshal tells me they preferred charges against you and that the proof was conclusive.' I said it was an infamous lie. I had never even seen anybody connected with the Government until that morning, and no charge had ever been made against me, and I was ab-

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ELBE SURVIVORS ARRIVE

Three of Them Among the Passengers on the Umbria.

CHARLES HOFMAN BLAMES OFFICERS

He Has Made a Sworn Statement and Will Sue—John Vevera's Story More Conservative—Schlegel Silent.

An echo of that disaster in the North Sea which sent the good ship Elbe to the bottom was heard yesterday when three survivors of that ill-fated craft reached this port on board the Cunarder Umbria. These are John Vevera, Charles Hofman, and Eugen Schlegel.

Hofman is a heavily-built, broad-shouldered man, apparently about forty-five years old. A pair of eyes, set very close together, look out from beneath bushy eyebrows.

Mr. Hofman wore a very long drab overcoat. His head was adorned with a piece of fur covering.

He walked with a limp, and seemed proud of the notice he attracted as an Elbe survivor. His thumb was wrapped in many bandages.

The reporters surrounded him as he reached the pier, supported by two strong men. He called attention to his leg and to his thumb. Then he said he had got separated from his wife and child in the rush following the collision, and knew very little as to what had passed until he found himself in the lifeboat.

"I have had no sleep, and can't talk any more now," Mr. Hoffman added. Some of the Umbria's passengers who had gathered near, remarked, in an aside, that it would have been a blessing if he had been afflicted that way during the voyage. According to their statements, he talked night and day, throughout the passage, and had wearied every one with accounts of his experience.

Hoffman and Vevera were met by Sigismund Frank of Buffalo, whose brother was lost on the Elbe. He was accompanied by others, who refused to reveal their identity, but were believed to be claim lawyers. They took Hoffman and Verera to the Broadway Central Hotel, and had a talk with them in private. Under their influence the Elbe survivors refused to talk to newspaper men or to Herman Winters, Passenger Agent of the North German Lloyd Company, although by dint of effort a disconnected account of their version of the affair was obtained.

Mr. Winters had been authorized by Hoffman's father of Grand Island, Neb., to draw on the First National Bank of that place and give to his son any money he might need to the amount of $500. Hoffman said he had already received a draft, and did not need any more money. Mr. Winters also offered to meet any necessary expenses the survivors must incur to reach their destinations, but this, too, was refused.

Asked by Mr. Winters if he would make any statement, Hoffman said he had made one statement, and sworn to it, and would say no more, but that if the company had any proposition to make he was prepared to hear it.

To a reporter he said he proposed to spend his earnings of twelve years, if necessary, to prosecute the company for murder. Again, he said he had not told all, but if the company did not do the right thing he would tell everything.

When excited, in an unguarded moment, he repeated the story of the affair as he told it on the other side, and as it was cabled here. He insists that First Engineer Neussell took his boy out of the boat and then stepped in himself, and he also reiterates that he dragged Miss Boecker into the boat against the protests of the steamer's men.

In refutation of this, Mr. Winters exhibited a cable just received from the home office of the company, as follows:

"Hoffman's declaration that Neussell was taken in boat instead of his son untrue. Four persons went into boat after Neussell, and then Miss Boecker was taken in."

In one statement Hoffman said that the Elbe sank twenty minutes after the collision, in another that she did not begin to list for about twenty minutes after the collision, and that therefore the starboard boats, as well as the port ones, could have been lowered if it had been done immediately.

He denies that the falls were frozen, or that there was any other good reason why all the boats should not have been successfully lowered. He thinks the matter was not managed rightly, and that the officers and crew were all looking out for themselves. Hoffman's story, in substance, is this:

He had a section aft on the starboard side. Just before the accident he had gone on deck. Then he returned to the stateroom. It was a little cold in the room, and he was putting some extra wraps on his five-year-old boy when the shock occurred. It was slight. He started out to see what the trouble was, and as he ran out of the stateroom he saw Schlegel's sister, Emma.

He ran to the forward stairway and asked some people who were running about what the matter was, but got no reply. He heard rushing footsteps on deck, and concluded something alarming had occurred. He ran back to his stateroom and had his wife dress warmly, and, after the boy was similarly made ready and he had put some things in his grip, they started for the first cabin. He started up the gangway, but a throng of passengers who had run to the deck had been ordered below, and he met them on the stairway.

In the jam he was separtated from his wife and boy, and, being tripped, fell down the stairs. The family subsequently got together and went on deck. They stood at the entrance to the first-cabin gangway. The first boat swung out was on the port side aft. A number of persons immediately jumped into it, but were ordered out.

A second boat on the port side was swung out. Nobody got into that, and it was not lowered. Then a boat immediately in front of them was swung out, and he threw his valise into it, and prepared to get in with his family. At this point, he says, the chief engineer pushed his wife aside, and an order was given for all women and children to go to starboard. He kissed his wife and said, "God may help us yet." Then he put the boy in the boat and got in himself.

He thought he had better care for the boy, he said, as his wife was better able than the child to care for herself. He thought she would be looked after with the other women. It was then, he says, Neussell ordered the boy out, and a sailor handed the little fellow out to Neussell. Just before the boats were swung out he heard an order given to "Lower no boats." He did not see the Captain at any time.

Mr. Vevera had a more conservative statement to make. He said:

"At the time of the collision I was dozing in the smoking room, as my cabin was too cold for comfort. With me was Mr. Wix of New-York. It was a very sudden shock, and none of us had the least warning of trouble. I rushed out on deck, and made an attempt to find my niece, who was below in charge of the stewardess.

"I found I could not get down to the second cabin, and I made my way to the promenade deck on the port side. I heard orders being shouted, and the passengers were being massed on the starboard side. I saw some sailors trying to clear away a boat on the port side, and I approached them. The ship was hove to down on the port side, so that the lower deck was almost level with the water's edge.

"I do not think that the boat's falls were frozen, as has been stated. Certainly I saw no ice. After some little difficulty, owing to the boat's gripes being jammed, she was lowered and we got into her. The woman was picked up as we left the side. She had evidently jumped from the upper deck.

"The boat was not a large one, and the twenty people in her made her so deep in the water that it was impossible to get any more people in her without sinking her. From the time of the collision to the sinking was only about twenty minutes.

The statements made by those of the Elbe's survivors who have thought it necessary to criticise the conduct of that vessel's officers have not been regarded as an accurate description of what actually occurred. In the panic of the moment it is not reasonable to suppose that they, unaccustomed to ocean perils, could see clearly what was being done or give an intelligent account of what had actually been done. The simple fact that the Captain and the entire watch on deck went down with the ship is a silent testimony to the faithfulness of those charged with the safety of the passengers.

In reference to the rockets sent up from the Elbe, about which conflicting stories have been told, Mr. Vevera says he understood that rockets were used before the collision to warn off the Crathie. While there was not a regular fog, there were occasional banks of cloud that enveloped the steamer. He asked an officer why no rockets were fired after the collision, and was told that they were destroyed, exploding in the barrel in which they were kept.

Mr. Schlegel is visiting this country for the first time. He was met by a brother, who took him to his home in Brooklyn. He declined to say anything about the disaster.

LONDON, Feb. 10.—A fishing smack brought to Lowestoft to-day the dead bodies of Paul Szuchy and Meri Babos, who were steerage passengers on the steamship Elbe.

The body on which were found documents designated it as that of Edward Muscovitz, a second-cabin passenger on the Elbe, has been identified by the true Edward Muscovitz as that of Daniel Guttmann, one of three brothers who had embezzled nearly 200,000 florins in Hungary and were fleeing to America. Guttmann married Edward Muscovitz's sister and booked under his name to avoid detection.

BERLIN, Feb. 10.—Capt. von Goessel's brother-in-law says that when the Captain saw from the Elbe's bridge that his ship was doomed he wrote a few farewell words to his wife, and handed the paper to the pilot, who was rescued.

Capt. von Goessel ordered that this note be delivered to his wife alone, and be kept secret from all others. The purport of this last message is still unknown outside the Captain's immediate family.

MAY DECLARE THE STRIKE OFF

Rumors to that Effect Were Circulating in Brooklyn Yesterday—More Cars Out than on Previous Days.

Rumors were about last night that the strike would be declared off either to-day or to-morrow, but they could not be verified.

The railroad officials declared that no change had taken place, and the strikers said that, while they were at work endeavoring to bring about a successful termination of their action, there was nothing to report.

"Something may drop on Monday," said one of the men.

It was this kind of mystery that led many to believe that some action would be taken to-day to declare the strike off.

The Assembly committee appointed to investigate the causes leading to the strike will meet in the Common Council Chamber, in the Brooklyn City Hall, to-day.

The Brooklyn Heights and Atlantic Avenue Railroad Companies operated more cars yesterday than on any day since the strike was declared on, four weeks ago.

A number of collisions were reported, as usual, and several boys threw stones through the car windows, but no one was injured, so far as the police knew.

So well are the police satisfied that no more violence would be attempted, that cars were run on the Gates Avenue, the Flatbush Avenue, and the Myrtle Avenue and Court Street lines all night.

Samuel Barrett of 362 Eighth Avenue, motorman on Flushing Avenue Car 1,954, struck a horse and sleigh at Bedford and Flushing Avenues yesterday afternoon. Daniel McDonald, his two sisters, May and Catherine, of 236 Johnson Avenue, and Coachman Riley of 347 Keap Street, were thrown out of the sleigh, but not injured.

The Brooklyn Board of Aldermen will hold its regular meeting this afternoon, and, it is said, will attempt to override Mayor Schieren's veto of the resolution revoking the trolley franchises of the Brooklyn City and the Atlantic Avenue Railroad Companies.

HOW HE WILL CIRCUMVENT THE PAPERS

The Mayor of Detroit Proposes to Bulletin Statements in Public Places.

DETROIT, Mich., Feb. 10.—Mayor Pingree's long and bitter fight with the daily newspapers of this city has resulted in the formation of a plan by which he intends to present his own side of all public questions whenever he thinks the papers do him injustice.

He has had made fifty large blackboards, 3 by 6 feet in size, which he intends to padlock to posts in prominent places about town, and on them he proposes to publish full statements concerning all public works.

The Mayor says all the newspapers have misrepresented him on many public questions and have refused to print anything favorable to him.

He also is considering the advisability of establishing a daily paper.

Appointments by Archbishop Corrigan.

Archbishop Corrigan has made the following promotions and appointments: The Rev. John F. Woode, assistant rector of the Church of St. John the Evangelist, in East Fifty-fifth Street, to the pastorate of the Church of the Annunciation, in West One Hundred and Thirty-third Street, made vacant by the death of the Rev. Michael A. Nolan; the Rev. Eugene McKenna, rector of St. John's Church, Hurley, N. Y., to the rectorship of St. Teresa's Church, Tarrytown, and the Rev. Michael Montgomery of the Church of the Holy Cross, Calliocon Depot, N. Y., to the rectorship of St. John's.

Lost on the Nova Scotia Coast.

HALIFAX, Feb. 10.—The latest disaster from the storms which have been sweeping Nova Scotia coasts is at Liverpool.

The Gloucester schooner Clara F. Friend on a fishing voyage went ashore at Eastern Head and became a total wreck. The whole crew, numbering fifteen, were lost.

The bodies of seven of the ill-fated schooner's crew have been washed ashore.

NO WORD OF LA GASCOGNE

The French Steamship Now More Than a Week Overdue.

TWO OTHER OVERDUE SHIPS ARRIVE

Rhynland and Manitoba Had Rough Voyages—Capt. Dutton of the Umbria Believes La Gascogne Safe.

La Gascogne is still absent. Three transatlantic voyagers arrived yesterday, and none of them brought any news of the belated craft.

The ship is now more than a week overdue from Havre. Two of the three vessels which reached port yesterday were confidently expected to bring some news of the laggard. These were the Red Star liner Rhynland, from Antwerp, and the Atlantic Transport freighter Manitoba, from London. Both were long overdue, and both came in heavily freighted with ice and tales of inclement weather, but neither had seen anything of La Gascogne, and neither knew that the vessel was missing until they reached port.

The other arrival was the Cunarder Umbria. Capt. Dutton of that vessel also heard for the first time the news of La Gascogne's disappearance when his vessel came into harbor. His opinion tends to tranquillize the fears of those who are most interested in La Gascogne's safety. It is, in brief, that there are few dangers in the way of icebergs or derelicts now menacing the path of ocean liners, and that the vessel has failed to put in her appearance by reason of a broken shaft, or some other disability to her machinery.

He thinks that she is well able to ride out any stress of weather even though handicapped by disabled engines, and his opinion is that the ship had a mishap of this kind, and has drifted out of the path of transatlantic steamships.

If that, as Capt. Dutton believes, is really the case, it is only a question of time when the vessel will make her appearance in harbor. He does not think, nor do many others, that she will first be heard from any nearer than the Azores, unless some passing vessel should happen to report her in tow of another steamship before she reaches that haven.

Another view of the case is taken by The London Daily News, which will say in a leader to-day:

"There is reason for the anxiety for the Gascogne, but not for the alarm. If there has been an accident to her machinery she may need all the time already lost to make port under sail. The fact that none of the vessels arriving at New-York sighted her probably is due to the prevalence of fogs and blinding snowstorms. It is most likely that she is struggling against storm after storm, each retarding her, but none sufficient to overpower so stout a ship."

The interest in the vessel is widespread. From Halifax has come the message that a great deal of speculation has been indulged in concerning the missing vessel, and especially regarding a report that La Gascogne was ashore on Sable Island.

No one can tell how or where the rumor started. It certainly is not official, as the only communication with Sable Island this time of year is by carrier pigeons. None has arrived at the Halifax loft. The Superintendent there says none would be let go in such weather as has prevailed for the last week. It is reported that the cable steamer Mackay-Bennett, which sailed yesterday from Halifax, has gone in search of La Gascogne, but the report is doubted.

La Gascogne should have been at least 100 miles south of Sable Island, and, if she is near there, it could only be by her having become disabled and drifting there or carried there by winds and waves while bearing up for Nova Scotia for coal.

The probabilities are, however, that the whole story originated by somebody having suggested that La Gascogne had gone ashore on Sable Island.

In Paris, the story cabled yesterday from this city has given much comfort to the many people who are watching anxiously for any news of La Gascogne. If the Teutonic's speed was 20 knots an hour, they say, La Gascogne's could not be more than 16 knots. The Captain of La Bourgogne, which sailed from Havre Saturday, was instructed to keep a sharp lookout for the missing vessel, and to shape his course toward Newfoundland, with a view to getting some trace of her. The Figaro and Matin assure their readers that there is no reason for alarm, as many vessels have come safely into port after being longer overdue.

From Boston came the news that the masters of all incoming vessels at that port had seen nothing of La Gascogne.

Glouster, Mass., furnishes this contribution to the literature of missing ships:

"The schooner Augustus E. Herrick, which arrived from Newfoundland to-day, reports that on Friday, when about seventy miles east of Thatcher's Island, she sighted the dim outlines of a steamer, which appeared to have three masts, and was going east. She did not seem to be disabled.

"The statement from Provincetown today that the schooner Thomas H. Lawrence had sighted a disabled steamer ten miles east of Thatcher's Island, is thought to be incorrect. Had this been so, such a steamer would have been sighted from Rockport or East Gloucester.

"A sharp lookout is being kept for any signs of a disabled steamer, should one appear in this vicinity."

The Red Star liner Rhynland, which arrived yesterday morning, was a mass of ice on the starboard side as high as the lower masthead. All the standing rigging and the running gear on the foremast was incrusted with ice formed by freezing spray until ropes an inch thick were at least ten inches in diameter, and it was impossible to see forward from the bridge. The steamer was so weighted down with ice that she was listed to starboard at an angle of nearly twelve degrees. At sea this list was offset by the pressure of the wind on the starboard side, but as soon as Sandy Hook was passed and the comparative shelter of the lower bay was reached and the wind brought on the port side, the steamer heeled over so far as to make it a matter of considerable difficulty to walk along her decks, even with the assistance of life lines.

Capt. Mills said that if the moderate weather had continued he would have reached this port Wednesday night, but the howling hurricane which struck her last Monday upset all his calculations for a good passage. From 10 o'clock Tuesday morning till noon Wednesday the ship was hove to, and from noon Tuesday to noon Wednesday only 23.06 miles were logged. The best day's run was made Jan. 31, when 324 knots were recorded. The only first cabin passenger on the Rhynland was Mrs. E. M. Johnson.

The Manitoba's master, Capt. Griffith, reports that his vessel had very much the same experience as the Rhynland. The Manitoba, however, has a greater freeboard, and did not bring in such a cargo of ice as did the Red Star liner. The lowest temperature she experienced was on Feb. 8, when the thermometer went down to 10° above zero. The only vessel sighted by the Manitoba was the Rhynland, which she passed three days ago.

The British steamship Irrawaddy, from West Indian ports, reports strong northeast winds to Feb. 7, when the wind shifted to northwest and blew with hurricane force. The ship was hove to thirty hours, and drifted eighty miles to the eastward.

It is hoped that La Normandie, which is due here to-day, may bring some news of her missing consort, La Gascogne. La Touraine, the newest vessel of the line, which sailed from this port on an excursion to the Mediterranean, should reach the Azores to-day. When she arrives there news of La Gascogne may be had, as her commander was given instructions to look for the missing craft.

LOOKS LIKE A FRENCH LINER

But the Steamship Off Sandy Hook Is Probably La Normandie, Not La Gascogne.

A steamer was reported just before 1 o'clock this morning coming in east of the lightship. She anchored soon after.

The Sandy Hook observer reported that she looked like a French Line steamship and was probably La Normandie, due today.

The steamship Dania, from Hamburg and Havre, was reported off Fire Island at 7:30 last night. She had not been reported at Sandy Hook at 1 o'clock this morning, but a steamship off the Hook had been signaling for a pilot since 9:30, and she was supposed to be the Dania.

News of La Gascogne is hoped for from the Dania, as she has come over the course taken by La Gascogne.

NINE MEN ADRIFT IN A BARGE

THE MAVERICK'S HAWSER PARTED AND HER TOW DISAPPEARED.

Long Search for Her Without Success—Another Attempt To-day—Hope in the Barge's Stanchness.

BAYONNE, N. J., Feb. 10.—Barge 58, owned by the Standard Oil Company, and having aboard a Captain and eight men, has not been seen or heard from since 2 A. M. Friday, when the hawser on which the Standard Oil steamer Maverick was straining parted and the barge disappeared in the blackness of the storm off Barnegat.

The Maverick spent Saturday and Saturday night searching for the barge, but had to put in here this morning, as her supply of coal was nearly exhausted.

So dense was the ice pack about the piers that it was impossible for many hours to get coal alongside, but the work is now being rapidly pushed and the Maverick will resume the search in the morning.

Barge 58 is 240 feet long. She is built of steel, and is only a year old. She carries good sails, and in these her owners hope for her salvation.

The Maverick left Boston for Philadelphia last Monday with the barge in tow. The barge was light. Heavy gales were encountered from the outset, and on Thursday and Friday the steamer and barge had as much as they could do to keep afloat in the blizzard.

Several times Friday night Capt. Rubelli of the Maverick thought he would have to let go. The elements decided for him in the early morning. He spent several hours cruising about the spot where the barge had disappeared, but neither sight nor sound rewarded him. At daybreak he set out to sea, and then put in and cruised up and down the coast.

A tremendous gale was blowing out to sea, and it is feared that the barge was driven helpless before it, for her anchors would be almost useless in the heavy sea that was running.

When Capt. Rubelli put into Bayonne this morning he sent word to R. C. Veit, the manager of the lighterage department of the Standard Oil Company. Mr. Veit talked to-night to a reporter for The New-York Times and expressed the belief that Barge 58 is stanch enough to weather the gale.

"The Maverick is going out early in the morning," he said, "and I believe she will come back with her tow. She would have been out before, but it was impossible to get coal aboard on account of the ice.

"I do not think it is a logical conclusion that the barge has been driven out to sea just because she has not been heard from. There are lots of places where she might put in.

"She is strong and I think her sails would keep her going all right. The only thing to be feared is that her mast may have been snapped off. In that event she would, of course, be at the mercy of the sea."

"Are there enough provisions aboard?" the reporter asked.

"That's what I wonder," replied Mr. Veit. "If she's all right that way I think she'll pull through all right. Barges have been dropped before and picked up in safety."

The Captain of the missing barge is C. G. Farman, an old Roton (Conn.) schooner Captain. Her crew consists of engineer, fireman, and six sailors. The Maverick is a steamer of 1,721 tons register, and used to tow barges between Philadelphia, New-York, and Boston.

"Doc" Minchin Caught Again.

CHICAGO, Feb. 10.—"Doc" Minchin, alias Edmunds, who assisted in the escape of "Tom" O'Brien, the king of bunco men, from Dannemora Prison about three years ago; "Cal" Wagner, Frank Allen, and "Bobby" Burke were arrrested to-day, charged with having worked the "green-goods" game on a man named Ishinger, by which it is alleged they secured $500.

Minchin is an expert of national renown at the business, and, previous to O'Brien's arrest, it is estimated that the two men netted $500,000 by their operations.

It was known that Minchin had been seen around town, and, as soon as the case of Ishinger was reported, the detectives were told to hunt him up.

Approved by the President.

WASHINGTON, Feb. 10.—The President has approved the White bill, establishing rules to prevent collisions on the great lakes and on the River St. Lawrence as far as Montreal. The bill is based on the Revised International Regulations, but differs from them in providing a system of passing signals in the fog. The bill was supported by the Lake Carriers' Association and by leading vessel owners at all the great lake ports and by unanimous vote of all the lodges of the masters and pilots on the great lakes.

Young Aubrey Is Out of Jail.

SIOUX CITY, Iowa, Feb. 10.—J. Matthew Aubrey, Sr., of Chicago, arrived here this morning and secured the release of his son, J. Matthew, Jr., who has been in jail sevral days for trying to evade paying a board bill. He left with the young man this evening for home. The junior Aubrey is a son-in-law of Chief Justice Fuller.

Frozen to Death at Ninety-five.

FLUSHING, L. I., Feb. 10.—Hester Johnson, a negro living in an old tumble-down shanty in a part of Flushing known as Killjordan, was found on the floor of her miserable hovel this morning, frozen to death. She was ninety-five years old, and had long been an object of charity.

PLANNING TO SAVE PEKIN

Brilliant Schemes of Defensive Warfare Proposed by Chinese.

CAYENNE PEPPER FIGURES IN ONE

Handfuls of It to be Thrown in the Air and the Japs to be Slaughtered While They Wriggle.

FLEET TO BE BLOWN UP WITH DYNAMITE

The Explosive Will Be Concealed in a Trunk of Fresh Vegetables—Other Things Equally Awful.

[Correspondence of The New-York Times and The London Daily Chronicle.]

TIEN-TSIN, China, Dec. 13, 1894.—At last I am able to write you an epistle from this distressed country, and though I cannot recount to you any deeds of Chinese arms—military ones—perhaps the state of affairs may interest and amuse you.

You know how it has been the fashion to speak of China with bated breath as a sleeping leviathan, which it was dangerous to stir; how she has been given way to for fear she might close some source of wealth and profit to the traders; how the overweening self-conceit of the people has been fostered and sustained by the cringing attitude of all the powers except Russia and Japan.

The time has come now when it should be realized that the continued existence of China, under present methods, is a standing menace to the peace of the world. China is an anachronism, and a filthy one on the face of the earth.

The world owes a debt of gratitude to Japan for having shown so unmistakably on what a pedestal of corruption, barbarism, and ignorant totters the decaying monster which we have hitherto worshipped as "that great China."

Bribetakers and Plunderers.

No man of influence in China ever has visited Europe, and so been able to give a modern tendency to Chinese politics. Their Ministers abroad are of no account in their own country, and the method of appointing them is favoritism. A Minister to a great power is a very good Chinese scholar who has succeeded in fraudulently getting a degree for the son of a high official by writing his essay for him; the gratitude of the father and son found vent by appointing him an Ambassador.

The Chinamen who go abroad are of low origin for the most part, and without any influence in China; all they learn is a superficial knowledge of Western thought and method, combined with an appreciation of more extravagant modes of living. Returning to China and attaining to office, though they are excluded as much as possible, their extravagant tendencies almost invariably lead them to the most dishonest practices.

No Chinese official receives a salary on which he can live, and it is the practice to supplement salaries by embezzlement and "squeezes" up to a certain point fixed by custom. Beyond that point commences official dishonesty in a Chinese sense.

Take the case of the Taotai here. He is really a coolie; his salary is but 2,000 taels a year, not enough to support the crowd of yamen runners and secretaries which he is obliged to have, and, to keep up his position, he must take something out of the public funds passing through his hands. It is the same with the army; the Generals have no standing or influence among the civil and educated class, their salaries are utterly inadequate, and they are expected to increase their incomes by false returns and embezzling, and do it.

Sample Peculations.

The introduction of modern arms, fortifications, and railways has been hailed as a fruitful source of peculation by Chinese officials. All the old rifles and ammunition which foreign firms could induce them, or rather bribe them, to buy, they have taken. They also have bought much good stuff in the way of big guns; but even in their purchase the trail of bribery and corruption is over them all. It is much to the credit of English firms that hitherto they have done so little business in the armament line with the Chinamen, for they refuse to pay the large commissions demanded by the officials, whereby the less scrupulous foreign firms have obtained lucrative contracts.

But occasionally these foreigners overreach themselves. One firm bought up a lot of condemned Mauser rifles for 3 taels apiece for the Chinese Government, hoping to be paid for them 80 taels, but they only got 9 taels. You should see some of the rifles! Stocks unfinished, barrels roughly filed down, and the screw parts simply screws with the heads nipped off and filed, while the sights are put on anyhow.

Concerning the purchase of arms, an interesting tale is told. A certain high Chinese official has two sons, who are very jealous of each other, and to each of them a foreign firm pays court. There was a contract for supplying arms, and one for saltpetre, the former the more lucrative, and this the elder son's firm of foreigners obtained, while the younger son's firm only got the saltpetre. By a strange fatality both arms and saltpetre were shipped from Hamburg on the same steamer. The younger son, furious at not getting the contract for arms, gave information which caused the landing of his brother's contracted arms at Singapore. The elder one, not to be outdone, followed suit, and caused his younger brother's saltpetre to be landed at Hong

Kong. So much for the patriotism of these worthies.

Li Hung Chang's Smartness.

There is, however, a work which is patriotic, and reflects credit on Li Hung Chang, the Viceroy. This is the Tien-Tsin-Moukden Railway. Designed as a strategic railway, to assist the transport of troops to the Russian frontier, it has been made extremely well by the engineers employed. The long bridge at Lanchow, over the river, is a triumph; the foundations had to be sunk sixty-eight feet below the normal water level, and the bridge this year withstood a flood of fifty-five feet.

A story is told showing the astuteness of Li Hung Chang concerning his suggestion of a railway from Tien-Tsin to Pekin. The scheme was referred by the Yamen to other high dignitaries for report, and among other opinions a great rival official said that the railway proposed was absurd; what really was required was one from Hankow to Pekin, entirely of native labor. This adverse comment was sent back to Li Hung Chang, who replied that he admitted this schemely was merely tentative and puerile compared with his rival's, but he was quite willing to forego it if his rival's more important one was sanctioned, and—eh—might he suggest that his Imperial Majesty should send his rival, Chang-Chih-Tung, to Hankow to carry out the proposed work? This was done. The rival is Viceroy at Hankow, and has ruined himself in works and machinery for a railway plant, all a failure, but a great score for Li Hung Chang.

Even in the execution of the railway the official corruption is rampant. The steel girders for one of the big bridges were obtained from a Belgian firm—offering largest bribes—and paid for. The bridge was put up and then had to be taken down, as it would not hold together, so bad was the quality of the steel. I must say that no inspection of it was allowed before the stuff was sent out, and it is now being altered, strengthened, and patched up to form a low viaduct. When I was at Shan-Hai-Kuan the other day the works there were to be stopped because the Directors could not get dollars to pay the workmen with, for the latter will not be paid in copper cash, because they are so cheated by the officials in the exchange rates.

As for Shan-hai-Kuan itself, it is naturally a strong position, guarding the high road from Pekin to Moukden, and the railway. The high ground six miles from the town closes the seven and a half miles between the mountains and the sea, but of course the Chinese Generals refuse to take advantage of this; their old forts certainly do protect the Great Wall and the town from the sea, but their new camps, mud forts, and breastworks are badly placed in low ground. Von Hanneken wanted the mandarins to build a new fort in a good position, but these worthies decided that it should be built in a hollow, so that the Japanese should not be able to see it until quite close, when they would be all killed by the fire from it! All along the railroad from Shan-hai-Kuan, as far as Lanchow, there are numerous good positions for delaying an advancing enemy, but these, of course, are useless to the Chinese troops, who operly say they intend bolting should the Japanese attack Shan-hai-Kuan.

Novel Schemes of Defense.

Magnificent schemes have been prepared by the military mandarins. One is to engage two determined men, one of whom must be a good swimmer and diver. These heroes, when the Japanese fleet shall anchor off Shan-hai-Kuan, are to go off in a junk with a torpedo, and, while one man engages the enemy in conversation, the diver is to go down, fix the torpedo to the ship's propeller, explode it, and escape by swimming.

Another scheme is to fill a junk with dynamite, covering it over with fresh vegetables. A devoted hero is to take this alongside the flagship, and blow it and himself to smithereens! The rewards for these will be a family pension and the ennobling of ancestors to three generations.

Yet another scheme is that each soldier shall carry a bag of pepper, and at a given signal throw it in the air, and, while the enemy is blinded and sneezing, the valiant Chinamen will slaughter the helpless Japs. It is assumed, of course, that the Japanese will time their attack so that the wind may be right for this, and also that the Chinamen will stand within pepper range! Newspapers in China assert that there are 75,000 men at Shan-hai-Kuan. I made a careful estimate, confirmed on good authority, and there are not more than 12,000 to 13,000 men there. The guns in the permanent forts are manned by infantry, and a "camp" or battalion of the latter consisted of 126 men with rifles, 88 with banners, and 200 carrying baggage. Assuming all battalions to be similarly made up, we get about 3,600 rifles, 2,150 banners, and 5,500 soldiers carrying baggage.

A good many men have gone beyond the Great Wall, toward Kin-chou; the Chinese estimate the number at 15,000, but you can safely knock off 75 per cent. Strenuous efforts are being made to enlist recruits from the coolies, and many of the railway men have been taken. The bounty is 150 cash, and I saw 100 of these recruits at Tongshan Station the other day, and a more miserable lot of ruffians could not be imagined.

If it was possible to properly arm these fellows and give them any kind of training there is still a total absence of discipline. So bad is it that the officers have given up visiting their men in some of the camps near Taku, or asking them to do any duty at all.

Outrageously Brutal Soldiers.

The soldiers behave with the utmost license and brutality to the country people. In Manchuria they robbed everybody and everything, and ravished the women. An Englishman told me he saw some soldiers ravishing a girl of six years old outside Pekin a week ago. Here they walk into the eating houses, take what they want, and refuse to pay.

But occasionally they get the worst of it. One of the railway engineers, near Shan-hai-Kuan, a few days ago got a letter from the local General asking him that "his coolies might treat his soldiers more tenderly, for they had beaten them very badly," and here I saw some Hupeh soldiers get a jolly good licking from the native municipal police.

As for respect to their officers, it does not exist. The other morning a troop train was starting for Shang hai Kuan. A first-class carriage had been put on for the officers, but these, coming late, found it occupied by soldiers, who, on being told to get out, said: "No: we are quite comfortable here, and don't intend to move." Thus the officers had to travel in an open coal truck, with the baggage! What can you expect, however, from the men, when they are paid most irregularly, and their scanty pittance is "squeezed" as much as possible by the Mandarin who is in charge?

In July last, on board one of the transports, the Mandarin refused to pay his men, although he had the cash on board. The soldiers mutinied, and, breaking up some cartridges, ignited the powder thus obtained and blew off the afterhatch. The Mandarin, searched for by the Captain of the ship, was found hiding under a truck in the boys' cabin.

Rumors of a Landing.

Rumors of a Japanese landing either north or south of Taku have been persistent for the last fortnight, and the agony of suspense has induced the Chinese to try to gather information. This is how it is done. One of the Directors of the railway ordered the station master at Lanchow to send two coolies down to the seashore to look for the Japanese. Again, a Chinese torpedo boat was sent out from Taku a few ago to reconnoitre, but only went outside a little, and then the Captain returned in a hurry, saying he had seen four Japanese torpedo boats, and a huge column of smoke off the bar; this was a pure invention, but the intelligence had the effect of causing the respectable natives in Taku to leave the place and 400 soldiers to quit their camp. The latter were quite polite; told their officers that it was no place for them, now that the Japanese were coming, and so they were off.

The next night 200 more tried the same dodge, but were fired on, and only 126 had the courage to desert. The desertion of Taku by the respectables has emboldened a gang of robbers, headed by one "Cock-Eye," and they have been looting houses. A chief clerk—a native—in the Taku Tug Company, returning to his house, found it stripped and his wife tied up in the middle of the road. When first there was any idea of a landing about Shan hai Kuan, Von Hanneken wanted the Generals to have cavalry patrols along the seashore, but they would have none of it!

Shan-hai-Kuan can be avoided and turned by a landing at Rocky Point, or at the Pehtang River, but I make no doubt the advance of the Japanese from Kinchou—(Northern one)—which is reported, will cause Shan-hai-Kuan to be evacuated at once.

Some Useful Torpedoes.

I had almost forgotten to tell you about Taotai Sheng. The steamship Fei-Ching in crossing the bar ran into and damaged a torpedo. Sheng made a complaint against the Captain for damaging one of the contact torpedoes laid in defense of Taku. Useful torpedoes! This is the same gentleman who made a corner in rice, and were it not that the season is unusually open there would not be enough rice for the soldiers for the Southern provinces.

I was at Port Arthur a week after its capture. What a prize it is for the Japanese, and just the thing they have been wanting. Now they have an impregnable depot close to the shores of Chilhi, and only seven hours by steam from Wei-Hai-Wei. They can, from it, patrol the Gulf of Liaotung, and effectually seal up the Chinese fleet. As a base from which to start an expedition, it is admirable; in its basin twenty-four steamers can lie at the same time, and the Chinese troops left basin, dockyard, and machinery in good order, as also were the forts and guns, and none of the ammunition was destroyed. Nearly 20,000 tons of coal, with fifty or more miles of steel rails, were also captured.

Chinese Soldiers Working for Japs.

When I was there I saw Chinese soldiers working as coolies for the Japanese and dragging guns up the hills. The captors said many of the soldiers who had fled were coming in to be employed; the civil population was bringing in provisions and had reopened the Chinese theatre for their amusement. Before bolting, the Chinese troops killed their wounded, and they also tortured to death some of their prisoners. The exasperation of the Japanese at the sight of the mangled bodies is quite intelligible, and their giving no quarter was justifiable. This accounts for the 2,000 Chinamen killed.

Taotai Kung, who was a great man at Port Arthur, and escaped from there during the fighting—to do him justice, he is not a military official, but a civil one—has a lovely theory to account for the success of the Japanese. He says the latter did "not fight like men at all; the Chinese soldiers were all standing up ready to receive them, but the Japs separated into small bodies, ran on a few yards, then lay down; then got up and advanced, and lay down before they could be fired at. What could Chinamen do against such idiots as these? Besides, they fought so unfairly; they got into one of the end forts, and actually turned the guns on the Chinese soldiers! It is most unfair! The guns were never meant to do that!" Delicious idea of tactics, is it not?

Divided into Two Parties.

The ordinary Chinamen here are divided into two parties. One contends that Port Arthur has not yet been taken by the Japanese, and that it is impossible for them to do so. The other says the Viceroy is now really angry with the Japanese, and they had better look out. Also, in order to prevent useless slaughter of Chinamen, he has ordered the soldiers to run away in future! One would have thought this order slightly superfluous, for the army of China at present goes rather more quickly than a china dinner service!

I have seen some of the wounded Chinese soldiers from Phyong-au and Ta-lien-wau in the Viceroy's hospital here. It is extraordinary what little damage to bones the Murata bullet causes, and Taylor's reports ought to throw a great light on the vexed question of the effect of a small-bore bullet.

Hitherto the attachés to the Chinese Army have not been able to see the fighting. The Tsung-Li Yamen says it is delighted that these officers should be in China, but that they must not go near the soldiers, who are only recruits, and who do not know one foreigner from another, and would kill them at the first opportunity. There is reason in this, for a German officer, who for years has been training the Chinese troops, has more than once had to ride for his life from his own men. A Chinaman, and an educated one, too, thus summed up the war the other day:

"All the foreign peoples are rebelling against the Emperor; all the foreign peoples too much strong, China too much weak; so what can do? China must pay."

Allowing China 360,000,000 inhabitants, and out of these, if they have any knowledge that there is a war, 359,995,000 will tell you that the enemy is a "foreign devil," but what sort of a "foreign devil" he does not know. As soldiers have been drawn from all parts of the empire, many of whom have never even seen a "foreign devil," it is hardly surprising if the hatred of the foreigners should find a vent among these ruffians by indiscriminate murder.

Safe for Foreigners.

Tien-Tsin is perfectly safe for foreigners, for, between sailors, marines, and volunteers, there are nearly 1,000 armed men. The marines are intended to reinforce the legations in case of disturbance, but as yet they have not been sent to Pekin, because if there is no row, no one knows what to do with them up there.

Thus in the midst of the war, rumors of landings, of riots, rebellions, and so on, the peaceful life of Tien-Tsin and Pekin goes on as usual, except that at the capital the legations will be dull, for there are very few ladies up there, most of them having been sent away for safety.

The river is still quite open and not a particle of ice is now coming down, but the next northwester will probably close it.

I fancy there will be a bit of trouble here later on, for yesterday one of a group of cavalry slashed with his riding-whip at a well-known merchant passing in his jinrikisha. However, once the steamer traffic stops and business is suspended for the Winter, a little firmness will enable us to make the concessions nearly impervious to these blackguards. We have five gunboats and can blow the native city to blazes if we want to. By "we" I mean the foreigners.

Special Care

Should be taken in Winter not to allow the blood to become depleted or impure, because, if it does, rheumatism or neuralgia are likely to follow exposure to cold or wet weather. Hood's Sarsaparilla is a preventive of these troubles, as it makes pure, rich blood.

Hood's Sarsaparilla Cures

Hood's Pills cure all liver ills, billousness, headache. 25c.

UMBRIA A SHIP OF ICE

The Cunarder's Perilous Voyage Made Without Accident.

RESCUED A FRENCH BARK'S CREW

Fourteen Men Owe Their Lives to the Cevic Captain's Signal of Greeting to Capt. Dutton—Could Not Help One Vessel.

More than ordinary interest attended the arrival of the Cunarder Umbria yesterday. Most important of all was the possibility that she might have sighted the missing French Line steamship La Gascogne.

The Umbria had no news of La Gascogne, and many who had assembled at the Cunard pier hoping to obtain some clue that would throw light on the mystery of the vessel's long absence turned away, sick at heart and more than ever discouraged. Three survivors of the Elbe disaster and a crew rescued from the French bark Jean Baptiste were among the Umbria's passengers.

The stout old Cunarder never presented a more fanciful appearance than she did yesterday afternoon, when she slowly crunched her way through the ice skirting her North River pier. The slip was packed with floes, and after a vain effort to crush her way through the mass, it was decided to lay the vessel alongside the end of the pier, and land the passengers there.

While the ship was manoeuvring for that purpose, those who were watching the operation from the shore had an opportunity to look upon the strangest spectacle that the Cunarder ever presented. Her sides were coated with ice, and the shrouds and stays, which could ordinarily be encircled by one's forefinger, were so thickly clad with ice that a pair of the longest arms could not have spanned them. The stanchions supporting the towering bridge had been converted into pure-white columns. The bridge itself, the superstructure, deck, the railings, and all the upper works of the big steamship were deeply incrusted with a dazzling white enamel.

Capt. Dutton, nearly exhausted from loss of sleep, but courteous as of old, told in detail the events of the tempestuous passage. A low barometer and high gales, he said, marked the progress of the ship throughout the entire voyage. When a seaman describes an aerial disturbance as a high gale, one can be very certain that the outfly will very nearly approach a landsman's idea of a hurricane.

Pitching and rolling, the Umbria lurched through the turmoil, and if any of the passengers at one time became apprehensive, they stilled their fears by repeating that motto of the line: "We carry no napkins, but we never lost a life."

During the evening of Feb. 5, storms ceased from troubling for a space, and the loud symphony which the wind had played in the wire rigging died away. The ship was sullenly lurching over the uneven hills when suddenly a rocket soared into the gloom from over the starboard beam and burst with a quiver of light.

The hour was 11 P. M. The first officer who was on the bridge immediately sent a messenger to notify Capt. Dutton. The after appeared upon the bridge and strained his eyes in the direction whence the officer had reported the signal to have come, but though aided by an excellent marine glass he failed to make out the vessel. A light tossing into view one moment and disappearing as the vessel that bore it sank into the hollow of a swell, was all that could be discerned. The ship, too, seemed to be far away.

Capt. Dutton considered a moment, and then directed that an answering signal be made. Shortly after the light had flashed from the Umbria two red lights and three flare lights suddenly blazed to the southward, in an exact opposite direction from that in which the first signal had been seen.

The two red lights meant, "I am not under control," and the three flares signified an urgent appeal for assistance. The Umbria was accordingly headed toward the distressed craft. By the fitful light of the flares, swaying through the darkness, with the motions of the deeply-rolling vessel, Capt. Dutton made her out to be a bark-rigged sailing ship. The men who were waving the lights from their perches in the mizzen rigging did not descend until certain that the Cunarder was lying by. Then they tossed their lights overboard and scrambled to the deck.

The Umbria hove to as near the imperiled craft as Capt. Dutton cared to venture, and cleared away her starboard lifeboat. The boat was manned by Second Officer Hogg and five seamen, hardy British tars all of them. On ranging alongside the distressed vessel they found her to be the French bark Jean Baptiste of Havre, bound from Halifax for Cork, deal laden. The vessel had gone through a terrible experience. She had met a hurricane three days before, her rigging had been iced up, and rendered useless, a leak had been sprung, and the bark had become hopelessly waterlogged.

Her two boats were bumping alongside, and into these the crew had piled their dunnage and some provisions, preparatory to abandoning the craft. They were just on the point of doing so when the Umbria's signal to the unknown vessel was made. The boats were immediately dropped astern then to prevent them from being dashed to pieces, and the signals of distress were made.

The Captain of the bark said yesterday that he had no idea of making distress signals until he had seen the lights of the Umbria. A half hour later, he explained, and his two boats would have been tossing about upon the Atlantic, which is just now not in a very friendly mood to mariners.

While the rescue was being effected the lights of another vessel appeared. These proved to be those of the White Star freighter Cevic, bound from Liverpool to New-York, and due to arrive here to-day. Then the mystery of the first signal was explained. The Captain of the Cevic is a warm friend of Capt. Dutton, and in the signal that was made by the Cevic Capt. Dutton remembered an old agreement between himself and his White Star friend, to greet each other in that way when passing in the night. The Cevic, being a freighter, showed no other than her running lights, and, on account of the distance, these could not be readily discerned from the Umbria. The latter was more easily recognizable, as the lights from her open scuttles were puncturing the gloom and proclaiming her to be a big passenger steamship.

The crew of the French bark was rescued without accident. When told of the singular circumstance attending the discovery of their plight they felt inclined to include the Cevic and her commander in their blessing. Had he not sent a greeting to Capt. Dutton the chances are that the Umbria would never have been made aware of their presence. The names of those rescued from the bark are: Master—Prosper Le Bott; First Mate—Joseph La Gourt; Second Mate—Oliver Perrier; Seamen—Christopher Payen, Ameide Fleishar, F. Lumicusens, Julien Thomas, Francois Chadé, Jean Marie Bazee, Julius Le Muen, Eugene Rouchlieux, Alex. Bayre, Louis L. Calbez, Joachim Le Bott. The last-named is the son of the Captain.

The Captain was sole owner of the vessel. She was not insured. Capt. Le Bott said that he sailed from Halifax Jan. 12, and had good weather to the Banks. Then his ship met a heavy southwest gale, which developed into a hurricane. Tons of water came aboard, the hatches were torn away, and the hold flooded. The timber swelled, and forced the seams in the hull open. After a three days' fruitless struggle to free the craft of water it was decided to abandon her.

Many of the Umbria's passengers witnessed the rescue, and the next morning a collection was taken up to aid the bark's crew. The Master got $33, the first mate $10, the second mate $9, and each sailor $6. The French Consul will care for the men. The six men who went to the rescue in the Umbria's lifeboat each received $5.

An effort to set fire to the derelict was made, but was unsuccessful.

Shortly after the rescue the Umbria was again battling with a heavy gale. She held stoutly upon her course, and at 5 o'clock Saturday evening was off George's Shoals. The air was then thick with snow, and a short distance away the lookout descried another vessel which was apparently in distress. Capt. Dutton, who was below at the time, was summoned. When he came on deck he made out the craft to be a four-masted schooner at anchor, surging heavily at her ground tackle and throwing the spray as high as her mast at every plunge. A flag was fluttering in her mizzen rigging, and, thinking it to be a signal for assistance, the Umbria headed straight for the wildly pitching schooner. The lifeboats' crew looked on one another, and as they cleared away the boat asked each other if the Umbria had gone into the rescuing business. When just about rounding to in order to lower the boat, the flag was suddenly hauled down. Night was setting in, and the locality was a very dangerous one. The Umbria, however, laid by for thirty minutes and then, as the stranger made no other sign indicating that she needed aid, the Umbria swung her prow to the westward and started her engines ahead.

Immediately after that manoeuvre the flag was again hoisted, and, by way of accentuating the need of aid, red flare lights were burned. Darkness had set in then and a full gale was blowing. Snow was flying thick, and the schooner and her lights were soon blotted from sight. Not deeming it wise to imperil the safety of his own ship and passengers by a further delay on what was known to be one of the most dangerous localities on the Atlantic, Capt. Dutton reluctantly gave the order for the Umbria to steam on her way. He was at a loss to translate the meaning of the signals, but thinks the vessel was in distress. He regretted that he could see no way toward rendering her assistance without risking the lives of his own passengers.

Following is a complete list of the Umbria's cabin passengers:

George Anderson,	Mrs. O'Farrell, child,
José de Armas,	and maid,
L. V. Bachaud,	J. A. Ondrak,
H. Barnard,	Mrs. George Ormrod,
E. B. Barnes,	Henry Pearson,
Mr. Brand,	James Pedlow,
Mrs. Brand and two	E. N. Perkins,
children,	H. L. Pings,
Charles Bramwell,	G. T. Poole.
C. V. Cartwright,	Mrs. Poole,
A. H. Cooke,	Joseph Powell,
Mrs. Cooke,	J. C. Purdy,
H. Cowperthwaite,	Philip P. Robin,
J. D. Cradock,	Mrs. Robinson,
E. H. J. Culmann,	W. Rogerson,
Mrs. Culmann,	John Ro[illegible],
W. Doman,	Eugen Schlegel,
A. L. Duncan,	H. B. Shaen,
W. Farnsworth,	Mr. Shinkwin,
L. G. Flitz,	H. Slochem,
D. Furrer,	J. W. Small,
T. Geisenheimer,	Mrs. Small,
Miss M. Greenwald,	F. P. Smith,
A. Habis,	W. G. Smith,
J. B. Hanna,	Mr. St. Jean,
B. H. Henderson,	Henry Taylor,
Arthur Herbert,	James Taylor,
Charles Herrmann,	Dr. M. H. Ten Eyck,
Mr. Hofmann,	Sidney Thompson,
Charles Hunt,	Mr. Vevera,
E. L. Judkins,	T. D. Weir,
William P. Kirby,	Miss Whittaker,
Miss Kirby,	S. Woodiwiss,
Charles A. Matcham,	E. S. Woodiwiss,
Mrs. Matcham and	Mrs. Carson,
child,	A. Merton,
H. McGee,	T. Norman,
Henry McMaster,	F. Snelgrove,
Capt. McMullan,	A. W. Aldis,
J. D. Murray,	W. C. Green,
Mrs. Murray,	E. W. Sutphen,
R. Neumann,	W. Hunter,
Francis P. O'Connor,	F. Burckortz.
A. O'Farrell,	

Among the cabin passengers of the Umbria was Charles Herrmann of this city, who had engaged passage on the Elbe, but who, by changing his mind and going to England, missed the awful disaster.

D. Furrer was another who had a similar experience.

AN EASY FIRE TO CONQUER

TEST OF ONE OF CHIEF BONNER'S IDEAL TENEMENT HOUSES.

Because Basement Stores Had No Opening to Floors Above, 150 Persons Quickly Reached Safety.

The house 113 Ridge Street is a six-story, double-deck tenement, to all outward appearance of the usual east side type. To a very considerable extent, however, it is constructed on the plan of the ideal tenement house outlined by Fire Chief Hugh Bonner in his evidence before the Tenement House Committee, and this fact alone saved it from destruction and the 150 souls making their home within its walls from a terrible death in a fire that started in the basement shortly after 10 o'clock yesterday morning.

As in the majority of east side houses, the ground floor of the tenement is occupied by two stores. Herman Newman's bakery has one side and the other is taken up by the meat market of Martin Shieufeldt. Between the stores in the basement and the upper floors of the tenement there is no communication except by way of the street, a plan which, according to the statements of Chief Bonner, would prevent half the tenement-house destruction that occurs if it were generally carried out.

The fire started in the cellar below the bakery. Business was in full blast, and the store was full when, at 10 A. M., smoke began to pour into the workroom in the rear. Baker Newman, his customers, and assistants ran into the street shouting "Fire!" A policeman sent in the alarm, and Engine No. 15 and a hook and ladder company dashed up. While the men of the engine company were flooding the cellar, the members of the hook and ladder company went through the house and hustled the twenty-two families it contained through the smoking hallway into the street.

When they were out, a brief examination showed that in one respect the tenement was of anything but perfect construction. From the first floor, separated from the blazing bakery by only about twelve feet, ran a lath and plaster airshaft, extending to the roof. The smoke was pouring through it, and, as a precautionary measure, Capt. O'Hearn ordered a third alarm to be sent in. The engines arrived just in time to save Foreman McKavanagh of Engine Company No. 15, who had been cut off on the stairs by the smoke. He was guided out of the rear entrance and through the butcher's shop into the street by Lieut. Autenreith.

Chief Bonner, who had come on the third alarm, and the eight engines which were got to work, had the fire under control in twenty minutes.

The butcher's shop and the bakery were wrecked by the flames, and the building, which is owned by Samuel Harris of 109 Ludlow Street, was damaged to the extent of about $1,000. The total loss will not exceed $5,000. The cause of the fire is unknown.

Hack Hire to the Ball To-night.

No person intending to enjoy the festivities of the Cercle Français de l'Harmonie mask ball to-night need suffer any overcharges by hackmen or others, as all the usual police regulations relating to the movements of carriages and city ordinances governing the rates of fares will be in force and with which all persons should acquaint themselves. Carriages must approach the Madison Avenue entrance to the Garden from the south and pass out by the way of Madison Avenue North, or Twenty-seventh Street.

The doors of the Garden will not be open before 9 o'clock, notwithstanding that a crush of people is expected. The sale of tickets and boxes has been unusually large.

Electrician Lathrop Recovered.

Henry S. Lathrop, electrician for Banker Giovanni B. Morosini, at Riverdale, who was overcome by escaping naphthaline gas on Saturday afternoon, and removed to the Fordham Hospital, was discharged from that institution yesterday, having fully recovered.

COLGATE & CO.'S 1806 LAUNDRY SOAP

Used by the best families.

RESCUED BY LIFE SAVERS

Two Survivors Taken from the Schooner Ashore Near Patchogue.

HER CAPTAIN AND FIVE OTHERS LOST

The Vessel Was the Louis V. Place, and Not the Von Tillson—The Rescue Effected Near Midnight.

PATCHOGUE, L. I., Feb. 10.—The two men on the schooner that went ashore on the outer bar of the Long Island shore opposite the Lone Hill Life-Saving Station were saved.

They kept the precious breath of life in their bodies while the others of the crew were dying in the rigging or in the raging sea, and near midnight last night the heroic life savers took them off in a boat.

The schooner, which was thought to be the Von Tillson, was the Louis V. Place, from Baltimore for New-York, coal laden.

The rescuers were members of the Lone Hill Life-Saving crew, under command of Capt. Sim Baker.

The saved are:

NELSON, S. J., sailor; twenty-four years old; born in Denmark, where his mother lives; unmarried; feet badly frost-bitten; amputation will probably be necessary.

STEVENS, WILLIAM, sailor; thirty years old; born in Germany; home in Rockland, Me.; unmarried; shipped in New-York; ears and feet slightly frozen; otherwise in good condition.

The lost are:

SQUIRES, WILLIAM, Captain; fifty years old; married; home, Bridgehampton, L. I.

JAIBY, ——, mate; forty-four years old; home, Norway.

ALLEN, CHARLES, sailor; twenty-eight years old; home, Providence, R. I.; unmarried.

WARD, FRITZ OSCAR, sailor; twenty-one years old; home, Sweden.

MORRISON, CHARLES, the cook; twenty-one years old; an American.

OELSON, GEORGE, twenty-one years old; born in Sweden.

The life-saving crews from the Patchogue and Lone Hill Stations labored from 9 o'clock Thursday morning until 11:30 o'clock last night before they were able to reach the Louis V. Place, and the latter crew took a terrible risk last night in trying to board the wreck.

As the men drew the lifeboat to the surf—as they had done several times before only to have her overturned by the angry sea—the wind for the first time in hours abated somewhat.

With a cry from Capt. Sim Baker of "Don't flinch, boys; it's our last chance to get the men off alive. Let her slide," the lifeboat shot into the sea, and immediately was tossed about like a cockleshell.

The spray thrown up by the gale flew into the faces of the men and all over them, freezing as it struck.

The boat reached the schooner from the leeward side. As she glided alongside, the two men jumped into her, and dropped down on the bottom, and the crew gave way, forging the boat ahead through the waves and floating ice to the shore. As she was beached a big hole was stove in her side.

The two rescued men were carried to the station house at a little after midnight, where the life savers worked over them until after 4 o'clock this morning.

William Stevens, who carried Nelson bodily into the rigging yesterday morning and kept him alive by constant rubbing and pounding, was the first man able to talk. When asked how he felt, he said:

"Well, it was a rough experience. The masts of the vessel swayed backward and forward all yesterday, and every moment I expected would be our last. But I don't seem to feel it much. With a pan of baked beans and a good smoke I could have held out, myself, for a number of hours longer.

"The Louis V. Place made the Long Island coast early Thursday morning. She had then several feet of water in the hold, and though the steam pumps were kept going, she was sinking rapidly.

"Capt. Squires called his crew aft at 7 o'clock Thursday morning and said:

"'Boys, I guess we have got to go ashore and trust in a kind Providence to save our lives in this terrible gale. I've made soundings, and find we are near shore. Eat all you can. Drink what brandy you think you need, and when we strike take to the rigging.'

"The ship was then headed on a north course, and in three-quarters of an hour she struck.

"She struck the outer bar, just opposite the life-saving station at Lone Hill, a mile west of where the John B. Manning had struck two hours before, and worked to within 400 yards of the shore.

"The Place bilged immediately with a list off shore, and all hands climbed into the rigging. It was not very cold for a short spell, but it grew colder very fast. My chum, who was saved with me, said to me: 'If we are not taken off before night we will freeze unless we get some shelter.'

"We fixed some rope across from one crosstree to the other, and then wrapped the topsail around outside of the topmast rigging, so as to make a lee, and we were much better protected there than our shipmates, who had no shield between them and the wind.

"Nelson begged me to keep him alive. He had on leather boots, which were full of water, and frozen to his feet, so, of course, he could not kick his feet together as I did, and keep up the circulation of blood. Capt. Squires, whose first name I do not know, was the first to drop into the sea from the cold.

"Although I had been but a short time aboard the Place, I had been so well used that I felt very bad when my chum says, 'My God! the Captain is gone.' He was soon followed by the cook, and one after another gave up and dropped. The only time I lost hope was when the shoreboat started to come off and failed. I felt like giving up and dropping, too, but my chum says to me, 'This northwest wind will stop to-night, then they will save us.' And we felt very thankful to the shoremen who finally did save us.

"Charles Morrison was the last man to die, and drop in the sea. Just before dark last night there were four dead men in the rigging. Two dropped, and two are still in the rigging."

Stevens shows no signs of the thirty-nine terrible hours he spent on the Place.

Nelson, the other rescued man, was able to talk freely just before night. He said:

"I shall never forget the sight of those dead bodies as long as I live. One body that was suspended in the air by a rope swung backward and forward, and all Saturday morning we had to dodge it as it swung back and forth to keep from being hit by it. When we first took to the rigging we spoke words of encouragement to each other. But only Stevens and myself realized the danger we were in apparently.

"The other men lost their nerve the minute the vessel struck. We told them to put on plenty of clothing and keep dry, but they paid no attention to us whatever. They were nearly drenched with water before they got into the rigging.

"Capt. Squires was played out anyway. He cried out before he fell into the water, 'I'm gone, boys!' He was swept from our sight. Most of the men had lost their speech some time before they died. It was the worst sight I ever heard or read of. I thank God for saving me, and the man who was faithful to me through the thirty-nine hours of terrible suffering."

The Place left Baltimore on Jan. 30. After a short time out she fell into a terrific gale, and was tossed helplessly four hours. The steam pumps kept her free. When Hampton Roads was reached she laid to for two days. The gale showed no signs of abatement, and the ship was headed on her course again. This was on Monday last. From that time she was in a howling gale, while the rigging was frozen solid.

All the lighter sails were blown away early in the week. When she struck, only her mainsail and one jib remained intact. Some of the crew were badly frostbitten when the ship was in Hampton Roads, where the thermometer was at zero.

The two bodies in the rigging were taken off this evening by the life savers, and Coroner Bennett of Patchogue summoned a jury. Theodore Marvin, the foreman, viewed the bodies, and an inquest will be held at 7 P. M. Monday. The town of Brookhaven has provided for their burial in Patchogue Cemetery.

The Merritt Wrecking Company has anchors and cables in place, and C. E. Rose, the underwriters' agent, thinks they will be able to float the schooner, if they have a few days of good weather, on the next Spring tide.

The Louis V. Place is owned by C. B. Parsons. Her port of registry is New-York, and she was built in Kennebunkport, Me., in 1890. She is 163 feet long, 36.5 feet wide, and 13.9 feet in depth.

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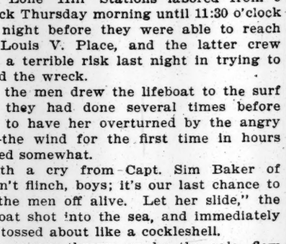

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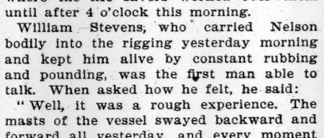

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THE THEATRE HAT NUISANCE

A Bill in Massachusetts That Proposes to Hold the Women, and Not the Managers, Responsible.

The theatrical managers of New-York are very much in earnest in their determination to defeat, if possible, the bill now pending in the Assembly, ostensibly directed at the big-hat nuisance, but, which, if passed and made a law, will subject them to the mercy of every crank who finds his view of the stage cut off by the slightest obstruction. The committee appointed at the meeting in Manager A. M. Palmer's office last Friday has already consulted able counsel, and is preparing to go to Albany with a strong argument against the proposed measure. The managers claim that it is absurd to hold them responsible for obstructions caused by their patrons. They admit that it is their duty to furnish comfortable seats, from which the performance can be seen under normal conditions, but they protest that it is unjust to hold them responsible for the offense, real or implied, of a tall man or a woman with a big hat, who happens to purchase a seat in front of some grumbler. They can neither eject the tall man nor remove the hat of the woman by force, without laying themselves liable to legal proceedings.

The idea of legislating on this subject has spread rapidly, and bills to cover it have been introduced in several State Legislatures, but none of them is so obviously unjust to managers as that now pending in this State. The most remarkable of them all, because it aims directly at the evil complained of, is that proposed in the Massachusetts House last Thursday. It provides that "any person wilfully obstructing the view of any other person, after being notified, shall be liable to a fine not exceeding $10." Under this law, if passed, the man annoyed by a woman's hat could request her to remove it, and if she failed to do so, she would be subject to the penalty. The manager would not be punished for the offense of somebody else, which he could not prevent, and the party really in fault would be the only one liable.

Complaints of the big theatre-hat nuisance are by no means confined to this country. English playgoers submit to similar annoyance, and the question of its suppression is now being agitated through the newspapers. The taking up of the subject by the Legislature of New-York is likely to result in great good, in one sense, for it has brought home the fact very strongly to women that their big hats are an intolerable nuisance in the playhouse, and they are sensibly bowing to the storm which has arisen. Since the bill was introduced the number of uncovered heads in the city theatres has materially increased, and the prospect is very flattering that before the measure reaches the Governor, assuming that it is to pass, the women will remedy the evil themselves.

THE CASINO TO OPEN NEXT WEEK

Some of the French Artists Frightened by the Mystery of La Gascogne.

The rehearsals of "Trial by Jury," the operetta which is to be a feature of the reopening of the Casino next Monday night, are well advanced. The cast, as remodeled by Rudolph Aronson, will be as follows: Frank David as the Counsel, Edgar Temple as the Defendant, Ada Palmer Walker as the Plaintiff, Louis Harrison as the Judge, and J. C. Fay as the Usher. Richard Barker will be the stage director, and Selli Simonson musical director. The twelve jurymen will be "made up" to represent well-known characters, like Chauncey M. Depew, Mayor Strong, Joseph H. Choate, Recorder Goff, Charles A. Dana, Robert G. Ingersoll, and Dr. Parkhurst.

Some of the artists who were engaged by Mr. Aronson in France will not appear at the opening performance. Most of them sailed on La Normandie Feb. 2, and the rest were to have followed by the French steamer last Saturday. The mystery concerning the fate of La Gascogne, however, has caused a panic among them, and they have cabled to Mr. Aronson that they will not sail before next Saturday, in order to avoid the severe storms now raging on the Atlantic.

The scenery for the snow ballet is nearly completed. Trees, with branches heavy with snow, will be distributed over the stage, and from above will hang other branches laden with snow. In the extreme background snow-clad mountains will be dimly seen, and the whole will be illuminated with many-colored electric lights. The scene to be used in the vaudeville entertainment next week will be a reproduction of the studio of William M. Chase, the American artist, and this will be followed later in the season by copies of other American studios.

Raising Funds for Barnard College.

The work of raising funds for Barnard College is progressing successfully. The lots in One Hundred and Nineteenth and One Hundred and Twentieth Streets, which have been chosen for the site of the college, will cost $160,000, and of this amount $50,000 has been subscribed.

At a meeting in the interest of the college held Saturday morning at the residence of Mrs. Louis C

NEW PUBLICATIONS

GREEK ART AT ITS BEST

MASTERPIECES OF GREEK SCULPTURE. A Series of Essays on the History of Art. By Adolph Furtwaengler. Edited by Eugénie Sellers. With nineteen full-page plates and two hundred text illustrations. New-York: Imported by Charles Scribner's Sons. 1895. Price, $15.

Having in mind the recent unfortunate failure on the part of the translator of M. Perrot's "Mycenian Art," we heartily congratulate Prof. Furtwängler upon the English edition of his work. To reproduce a scholarly treatise in a scholarly idiom is no unworthy task, and confers a double benefit upon the author and upon his public. As in many other cases of good and evil, we find it impossible to linger so long upon the excellences of a good translation as we undoubtedly should on the deficiencies of a poor one; therefore, with a very inadequate word of appreciation, we shall pass at once to the inspiring contents of the book before us, merely mentioning the fact that Prof. Furtwängler has been wise enough to undertake the sponsorship of his own child, finding time to bestow a general supervision upon the English edition before it was brought before the public sanctioning all and even planning some of the alterations in conjunction with the editor. It is hardly necessary to mention these alterations, which are fully set forth in the editor's preface, and which do not mar the essential unity of the work. The beautiful illustrations, so far from being cut down, are increased in the English edition by the addition of forty-five to the original hundred and sixty-two contained in the portion chosen for translation. The few illustrations which in the German edition were still repeated from former publications have now been replaced from photographs of the originals, wherever that was possible. For a brief summary of the plan of the work we can do no better than cite the passage concerning it from the author's preface.

The first of the essays, that on Pheidias, containing the identification of the Lemnia, was the external inducement to the publication of the other sections, most of which had been written previously. Starting from the Lemnia, the inquiry extends to the whole circle of Pheidias and to the Akropolis, the chief scene of his activity, thence it passes on to his more independent contemporary, Kresilas, and from him harks back to Myron. Myron affords a transition of Peloponnesian art, and the inquiry passes naturally on to Polykleitos. The powerful effect exercised by the creations of the latter upon the Attic artists of the fourth century leads accordingly to Skopas, Praxiteles, and Euphranor, and finally to a glance at Lysippos. Some specific tendencies of Skopas and Praxiteles are followed out more in detail in the next section on the Venus of Milo, while the chapter on the Belvidere Apollo reverts from the creations of the fourth century to those of the Pheidian epoch. The method of investigation is throughout the inductive, which passes step by step from one conclusion to another. Much which belonged together has thus inevitably been wrenched apart; but this may be rectified by the index, which will enable the student readily to put the material together in its systematic historical order. The museographic index will also be welcome to the reader.

The editor seems somewhat concerned lest the reader shall confuse Prof. Furtwängler's process with that modern connoisseurship dating from the achievements of a single critic in the more popular field of Italian art, the copiousness and brilliancy of which "have thrown us in England," she says "into a state of naïve commotion akin to that of the ancient Mexicans, when having never seen a horse, they mistook the troopers of Cortes for a new species of animal. For, as the critic in question never appears without his hobby, the two coalesce, as it were, in our imagination, until we think and speak of that which is nothing but the course and condition of all fruitful inquiry as if it were the honorific appendage of a particular name and the abnormal product of a particular field. On the contrary, the present book is from first to last an example of the inductive method, which, though it has never been applied before on so extensive a scale to the art of Greece, is in principle as old as Winckelmann. But here observation and comparison do not end in themselves; they rest upon a basis of history and philology, and the result is that we have the reproduction of a development, not merely the recension of a catalogue." This bright particular way of putting it, while somewhat at variance with the extreme modesty of the author's own style, is not without its justification. Archaeologist though he is to the very core, Prof. Furtwängler unites to the qualities of "painful accuracy," as he himself calls it, and of strict attention to detail another element that entirely removes him from the list of dry, uninspired, calculating, and impersonal followers of archaeological research. The element we speak of is that of interpretation. His translation of facts is not done with a dictionary at his elbow, but from the fullness of a broad and open mind that takes in the importance of the fact that the artists of antiquity were human beings and not machines turning out an invariable type with an invariable quality of workmanship.

The reader by the light of his scholarly reasoning, finds Pheidias a man who, though inclining to severity of style, developed freely and naturally, using different types for the expression of different ideas, gaining a richer and fuller conception of his art with the advance of years, and, though following a severe and majestic tradition, yet escaping from it in charming personal variations. Still a primitive Greek in his preoccupation with the motive and his uncompromising rendering of an active idea, he offers to the student an inspiring contrast to Polykleitos, whose feeling for grace and beauty of line finds expression at the expense of the action represented. The sense of balance in the sculptor's mind between artistic perception and intellectual intention is marred, and a sophistication that we must recognize as a step toward decadence appears. Yet, in the exquisite reproductions with which the section of Polykleitos is freely enriched we find a personality that, having known, we could by no possibility spare from our idea of ancient art. Equally vivid and personal is the impression given of Praxiteles, blithe realist and lover of graceful repose, and no less positive the fine suggestion of the fiery, restless vitality and energetic workmanship of Skopas. Prof. Furtwängler's hope that his readers will see reason to modify a somewhat tame and impersonal conception of the individuality of Greek artists will, without doubt, be realized.

It is, of course, easy to say and easy to believe that his broader sweep of interpretative criticism is fraught with dangers that are avoided by the followers of what they would probably call the more rational method, confining itself to conclusions based on the lobe of the ear and parting of the hair to the neglect of the artistic emotion expressed; but, as the seat of reason is in man's own brain, so it is impossible, as Prof. Furtwängler says, to study the development of special forms in art without inquiring into the individuality of the artists who produced them. As the stream does not rise higher than its source, the work of man does not rise beyond the possibilities of the brain that conceived it, and this broad basis of the interconnection between the artist and his work is one that should be, Prof. Furtwängler thinks, effectively laid down once and for all in some special treatise, since unanimity, even in this respect, is still lacking among scholars.

To the originals, which are merely the splendid exceptions of our records of ancient art, the most of the masterpieces surviving only in copies, the author claims to have added one, the lovely Aphrodite, formerly of the Petwork collection, and since removed to the house of its owner, Lord Leconfield. Beside it the very best copies of Praxitelean heads seem to him lifeless, empty masks, and in his discussion of the head the possibilities of his process show to admirable advantage to the general reader, who is enabled by the fine illustrations to follow his analogies and contrasts. It is beyond dispute that photography is enlarging the student's field to very many times its old dimensions. The chapter on the Venus of Milo will prove alike stimulating to the scholar and student of general art, while the Appendix on the temples of Athena on the Akropolis contains matter of special historical interest. A writer on an English review has recently said that it is given to no man to be at once specialist and polymath—we confess that our original acceptance of that generous dictum has been strained by our study of Prof. Furtwängler's exceptional work.

DR. GERHART'S INSTITUTES COMPLETED

INSTITUTES OF THE CHRISTIAN RELIGION. By the Rev. Dr. Emanuel V. Gerhart. With an introduction by the Rev. Dr. Philip Schaff. Two volumes. 8vo. New-York: Funk & Wagnalls Company. $3 per volume.

When in 1891 the first volume of this work was published, its author had a second volume ready for the press, and his intention was that it should be issued within twelve months. He changed his mind on further reflection, and set himself at work to "restudy and rewrite" the whole of the second volume. He did not complete the task until near the end of last year.

The complete work is offered as a new treatise on systematic theology. Dr. Gerhart is a Professor of Systematic and Practical Theology, filling a chair in the theological seminary of the Reformed Church at Lancaster, Penn. The main doctrine of his work is the divine human personality of Christ. His aim is "to construct all doctrines, not from God's sovereign will, nor from the freedom of man as the point of observation, but from the vital union of both as realized in the life and work of the Mediator."

The method of the work is not controversial. The effect is to persuade rather than to antagonize; to harmonize rather than to differentiate; to point out the doctrines that are common to all Christians rather than to demonstrate that those of the Reformed Church are right, and that all the rest are more or less faulty. "There is," the doctor says, "a disposition which is steadily becoming stronger, to assign nonessential differences a subordinate place, while chief stress is put on the primary duty of common devotion to Him who only is Saviour and Lord, a fact disclosing a tendency of religious life and a change of religious opinion which receives its direction and strength from a clearer vision of His supreme spiritual dignity."

This tendency is observed notably in Europe, where theologians have "taken the lead in producing systems of theology constructed from His divine-human personality as the fundamental principle," but authors on both sides the ocean have felt the force of the tendency, and have shown its effects in "monographs on particular theological questions, commentaries on books of the Old and New Testament, works on the life of Christ, and on church history, which acknowledges the paramount claim of this principle on Biblical study and Christian thought." But in Dr. Gerhart's judgment his own work embraces the first attempt to develop a system of theology from the Christ-idea as its standpoint. Other works on systematic theology seem to him to have been fashioned after the Augustinian and Arminian types.

Dr. Gerhart's work is in sympathy with what he calls the "Christological trend of Christian sentiment and scholarship of our age." It aims to answer a call for a doctrinal system in which "Jesus Christ stands for the central truth, not only as the instrument of redemption and salvation, but also as the beginning and the end of salvation." The work begins with impressing the importance of this new theological tendency and setting forth the influence which the doctrine of Christ as the central truth of religion exerts upon the construction of Christian doctrines. These points established, the work proceeds to treat the manifold parts of the Christian religion" in the light and guidance of this central truth.

The work is intended primarily for theologians. The author trusts that it will be helpful to those who preach from pulpits and to those who have a part in training young men for the ministry.

BOOKS RECEIVED.

A WOMAN OF IMPULSE. By Justin Huntly McCarthy. 12mo. New-York: G. P. Putnam's Sons. Paper, 50 cents.

JOINT METALLISM. By Anson Phelps Stokes. Third edition. 12mo. New-York: G. P. Putnam's Sons. $1.

THE BOOK-BILLS OF NARCISSUS. An Account Rendered by Richard Le Gallienne. With a frontispiece by Robert Fowler. 12mo. New-York: G. P. Putnam's Sons. $1.

VERIFYING AN ASSERTION OF TOLSTOI

Perhaps the Janitors of New-York Are Not Like Those of Russia.

In a recent essay on happiness Tolstoi said: "I have never met a banker who found as much pleasure in his work as does a janitor in shoveling the snow off his sidewalk."

The reporter read the phrase twice, in his apartment ornamented with vases of King-te-Chin, paintings by Outamaro, carpets of Asia, and books bound by Trautz-Bauzonnet, and dull, in spite of the smile of a mandarin on a panel, and the vivid picture of a girl in water colors, dancing in the light of 10,000 diamonds, not counting her eyes.

The reporter put on his fur-lined coat and went in the street to interview the janitors. One was using an iron shovel.

"Happy, aren't you?" said the reporter to him.

"And what for!" he exclaimed, in surprise.

"Oh, it is such fun to shovel off snow!" the reporter said, reassuringly.

"Glad you think so!" the janitor said. "That's what comes of not knowing. Will you try it for five minutes?"

The other janitor had a broom.

"Confess," the reporter said, insinuatingly, "that you like to sweep the snow."

"I'll do nothing of the sort," the man replied in anger. "I'd like to see the —— snow in ——."

It was a fantastic, impossible wish.

The third janitor was a woman.

"Don't you think it amusing to shovel off snow?" the reporter asked.

"Amusing? Well!"

Her indignation was intense. The reporter, thinking that a fourth janitor might fall into hysterics, discontinued his inquiry. His work proves—what does it prove? It proves, perhaps, that the janitors of New-York are not as easily pleased as the janitors of Russia.

To Try to Abolish Strikes.

There will be a conference Wednesday, at 1 P. M., at the Building Trades Club, 117 East Twenty-third Street, between representatives of the Master Builders' Association and of the Board of Walking Delegates.

The purpose, it is announced, is to put an end, if possible, to future strikes, and the plan is to establish a permanent Board of Arbitration. The suggestion comes from the master builders. The latter will be represented at the conference by Marc Eidlitz, A. Robinson, P. Gallagher, M. Brennan, and Charles Welles. The Board of Walking Delegates will send Samuel Johnson, Thomas Keating, Thomas Downes, Edward Hanrahan, James Rogers, and William J. O'Brien.

No Patriarchs' Ball Feb. 25.

At a meeting of the Patriarchs at Delmonico's on Saturday it was decided to give up the last ball of the season, which had been set for Feb. 25, out of respect to Ward McAllister, who for twenty-two years had been the moving spirit in the organization. The members present were James Abercrom Burden, Commodore Elbridge T. Gerry, William Oothout, Sir Roderick Cameron, Col. S. V. R. Cruger, Buchanan Winthrop, and Mr. Taller.

SCHOOLS OF THE STATE

Favorable Showing in Superintendent Crooker's Report.

FAIR WAGES FOR TEACHERS URGED

A New Plan of Apportioning Public School Moneys Suggested—Mr. Crooker's Coming Successor.

ALBANY, Feb. 10.—The annual report of Superintendent of Public Instruction James F. Crooker shows that the number of school districts is 11,121, a decrease of 49 in one year, caused by the union of weak districts with stronger ones, and the annexation of large tracts of territory to some of the cities of the State. The number of public school buildings is 12,005, of which the cities have 658 and the country districts 11,347. The amount expended for school houses during the year was $4,139,295.87, of which the cities expended $2,916,950.21 and the country $1,222,345.66. The aggregate value of school houses in cities is $37,108,595, and in the country $15,917,724. The total number of persons of school age is 1,932,325, of whom the cities claim 1,208,855 and the country 723,440. The total increase in school population during the year was 39,937. The total attendance at schools—cities, 589,363; country, 535,635; increase over last year, 41,770. The total number of teachers was 32,929, of whom 5,096 were men and 27,833 were women. The report says:

"Fair wages for services of teachers in the public schools is the desideratum. Skilled labor must receive an equivalent for its services, and skilled labor in the schoolroom is that which the State seeks by training teachers in the normal schools. Trustees must learn that they cannot obtain the services of good teachers unless they pay them corresponding wages. Teaching is a business, and the laws of equity govern it as such like any other."

The total amount of teachers' salaries in cities was $7,264,613.25, an increase of $117,920.20; in country districts, $4,788,404.01, an increase of $52,002.12. The average annual salary per teacher was, in cities, $707.77; in the country, $306.32. The report says: "While the public policy of the State is very liberal toward public education, it should not be expected to do all in paying the wages of teachers, as the management of some districts indicate. I therefore cannot too earnestly urge that measures be taken to compel districts, with perhaps few exceptions, to raise as a supplement an equal amount, at least, to that received from the State Treasury for the payment of teachers' wages and incidental expenses. An average of $8.75 per week for teachers' salaries in country schools is entirely too small to provide efficient teachers."

The report recommends an increase in the salaries of School Commissioners, the extra compensation to come from local taxation. The Commissioners now receive $1,000 a year, and their duties are very arduous. It is also recommended that Commissioners be appointed by competent authority, after a civil service examination, instead of being elected, as at present.

A permanent Board of State Examiners has been appointed by the Superintendent for the purpose of passing upon the answer papers submitted by all candidates for Commissioners' certificates to teach in this State. One hundred and twenty-five thousand papers, submitted by 20,000 candidates, were passed upon by this board during the year. It is the completion of the uniform system, and is in accord with sound business policy.

A new plan of apportioning the public school moneys is suggested in the report. It is to change the present inequitable system of giving each district, rich and poor alike, the lump sum of $100, called a district quota, for each teacher employed. The same amount is paid to a district whose assessed valuation is in some cases 900 times as much as its neighbor, which receives a like sum.

The plan suggested is as follows: That districts whose assessed valuation is $5,000 or less should receive two and three-quarter district quotas of $100 each for each teacher, provided they raise by local taxation $25 at least in addition, to be used only for teachers' wages; that districts whose valuation is over $5,000 and less than $10,000 receive two and one-half quotas for each teacher, provided they raise at least $50 additional for the same purpose; that districts whose valuation is over $10,000 and less than $20,000 receive two quotas, provided they raise at least $100 additional for the same purpose; that districts whose valuation is over $20,000 and less than $30,000 receive one and one-half quotas, provided they raise at least $150 additional for the same purpose; that districts whose valuation is over $30,000 and less than $50,000 receive one quota, provided they raise at least $250 additional for the same purpose; that districts whose assessed valuation is above $50,000 and less than $100,000 receive one-half quota, provided they raise at least $350 additional for the same purpose; and that districts whose assessed valuation is above $100,000 receive one-half quota, provided they raise at least $400 additional for the same purpose.

Superintendent Crooker reiterates his arguments against the present bi-headed public school system, which diverts from the support of the common schools a large amount of the State moneys which is their due. He gives the following illustration of the unfairness of the system: In the same county there are two districts, one in a city, rich, progressive, and abounding in educational institutions of the highest order; the other, a country district in an adjoining town, a poor, unproductive, farming section, with small assessed valuation and barely able to pay its necessary taxes. Both receive the same quota, based on the general apportionment made by the Department of Public Instruction, after which the stronger one in the city gets from the Regents additional allowance of several hundred dollars, in some cases several thousand, for simply taking the examinations prepared by them for the higher grades of pupils, a privilege the poorer district cannot hope to obtain. Every extra dollar given to the richer district robs the poorer ones of a share of an equal amount. There is no excuse or argument for sustaining such a palpably inequitable system.

The advance in the efficiency of teachers' institutes is most marked. There were 111 during the year, at which 15,607 teachers attended. The average expense of each institute was $317.32. The sessions of the institutes are often followed by the organization of flourishing teachers' associations, and this beneficial influence is incalculable. The teachers' training classes have steadily increased in number and attendance. Close attention has been paid to the proper instruction and the results have been highly satisfactory.

Charles R. Skinner, who will be elected Superintendent of Public Instruction on Wednesday, and who will take office on April 7, is a newspaper editor of wide experience, an Assemblyman for five years, and a Congressman for four years. He has been one of the leading lights of the Department of Public Instruction for nine years. He is a man of exceptional ability as writer, orator, and school director, and his popularity with teachers is unbounded. His fitness for the position of Superintendent may be estimated from the fact that he has had no competitor in his party for the position since the November election. The splendid record made by the present administration of the department will undoubtedly be carried to its fullest development by Superintendent Skinner.

GOSSIP OF GOTHAM.

The naturalization of foreigners in this country is constantly creeping into party principles and threatens to become a leading question in party politics in the near future. Acording to the census of 1890, the number of persons in the United States of foreign parentage was 20,676,646, being 33.02 per cent. of the population. The percentage in 1870 was 28.25, and in 1880 it was 29.75, showing a gradual increase every ten years. The total number of foreign-born and born of foreign parentage in 1890 was 29,925,593, while the number of native-born and born of native parentage was only 32,696,657. In the early days of the country the great bulk of our immigrants were from Ireland and Germany, but at the present time, while the percentage of increase of foreign-born inhabitants from 1880 to 1890 from Ireland is 0.9 and from Germany 41.6, the percentage of increase of Hungarians is 441.7; Russians, 411.3; Italians, 312.8; Austrians, 218.8; Poles, 203.6; Swedes, 146; Danes, 106.4; Portuguese, 95.5; Norwegians, 77.5; Belgians, 45.7; Scotch, 42.3; Cubans and West Indians, 41.8; Dutch, 40.8; Bohemians, 38.3; British Americans, 36.7; English, 38.8; Spaniards, 20.7; Welsh, 20.1; Swiss, 17.4; Mexicans, 13.8; South Americans, 9.6; French, 5.8; Chinese, 2.1. In the State of New-York, according to the census of 1890, there were 498,602 German-born inhabitants, 483,375 Irish, 81,184 Russians and Poles, 61,141 Italians, 35,332 Scotch-born, 43,270 Scandinavians, and 20,443 Frenchmen. In 1790 only two years' previous residence entitled a foreigner to become a naturalized citizen of the United States. In 1795 it was made five years. In 1798, when there was a strong "Know-Nothing" mania in the country, it was made fourteen years. This lasted only four years, when the term was reduced to five years. This was in 1802, and, although during the succeeding ninety-three years that bring us to the present day of grace numerous spasmodic attempts have been made to alter and even expunge the Federal statutes of naturalization, the last period of residence remains intact. How it will be in the future, with nearly 3,000,000 of foreigners yearly coming to our shores, is a question for political reflection and for discussion.

William Pinkney Whyte of Baltimore, who was in this city a few days since with his handsome and accomplished young wife, is a grandson on his mother's side of the distinguished orator and statesman, William Pinkney of Maryland. William Pinkney Whyte is the son of Dr. John Campbell White and the brother of the late Rev. John Campbell White, a prominent Episcopal clergyman of this city. Mr. Whyte began his distinguished career in Baltimore as clerk in the counting house of Messrs. Peabody, Riggs & Co., the commercial firm founded by the late eminent philanthropist George Peabody. He studied law at the Harvard Law School, Cambridge, Mass., and after being admitted to the bar, in 1846, started on a remarkably successful career in public life. He was elected as a Democrat to the House of Delegates of Maryland in 1847, and in 1851 was the candidate of his party for Congress, but was defeated by T. Yates Walsh, the Whig candidate. In 1853 he was elected the first Controller of the State Treasury, and in 1857 was again the candidate of his party for Congress, but was defeated by the Know-Nothing candidate. Upon the resignation of the Hon. Reverdy Johnson, who had accepted the position of Minister to England, Mr. Whyte was appointed by the Governor of Maryland to the vacant seat in the Senate of the United States, which he held to the close of the Fortieth Congress. He succeeded Gov. Bowie as Governor of Maryland, and was elected by the Legislature to a seat in the United States Senate and served out his term. He was a candidate for re-election, but was defeated by the Hon. Arthur P. Gorman, the present Senator. Since his last service in the United States Senate he has been Mayor of Baltimore and Attorney General of his State. At the present time he is attending to his large and lucrative practice at the bar of Baltimore.

There are few facts in the business life of America which strike an Englishman more forcibly than the absorbing character of each man's pursuits and the severity of the labor to which he subjects himself. In London the tradesmen can scarcely be said to have commenced the business of the day before 9 A. M., the only exception being those who minister to the early breakfast wants of the community. The merchant is rarely at his office before 10 in the morning, and the clerks and secretaries in the Government establishments are not at their posts much before 11 A. M. The amount of work accomplished by the two last-named classes is interrupted by a frequent gossip, the perusal of a newspaper, and a prolonged lunch; and nearly all quit their desks for the day at 4 o'clock P. M. The American employe, on the other hand, is often at his office by 8 o'clock A. M. Many tradesmen open their stores at 6 or 7 o'clock A. M., and during a long day the attention to duty is incessant, only broken by half an hour or forty minutes allotted to lunch. Perhaps there is too much work done on one side and too little on the other. In America we press into the twenty-four hours as much severe labor as the human frame can bear; in England men do as little as they possibly can.

TELEPHONE RATES.

The improved New-York City Exchange Telephone Service, metallic circuit lines, long-distance equipment, is now offered by us at rates which bring it within reach of even the most moderate users. The prices per year are as follows:

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FEDERAL COURTS.

UNITED STATES DISTRICT COURT.

UNITED STATES DISTRICT COURT—Brown, J.—Opens in Room 40 Post Office Building, at 11 A. M.

53—Dinninny vs. Myers. 77—United States vs. Steam Vessel Fanwood. 78—Insurance Company of North America vs. Steamship Lampasas. 80—Hine vs. New-York and Bermudez Company. 81—Salisbury vs. 70,000 feet of lumber. 82—Everson vs. Steamship Moringen. 83—Dennin vs. Bang. 84—Fox vs. same. 85—Howell vs. Schooner Mary L. Peters. 87—Appleton vs. Pacific Mail Steamship Company. 88—Chapman and Derrick and Wreck Company vs. Providence Washington Insurance Company. 60—O'Connell vs. tug C. R. Stone. 16—Acti A. Zambrana vs. Howes. 105—Mecke vs. Steamship A. Zambrana.

STATE COURTS.

NEW-YORK CALENDARS—THIS DAY.

SUPREME COURT—General Term—Van Brunt, P. J.—Follett and Parker, JJ.—Calendar called at 10:30 A. M.

83—Nolan vs. Rockaway Park Improvement Company. 55—Reilly vs. Lee. 98—Pacific Mail Steamship Company vs. Panama Railroad Company. 42—People, &c., vs. Garvey. 49—E. de Bracheleer & Co., vs. Schwabeland. 88—Boas vs. The Mayor, &c. 71—Kelly vs. New-York Elevated Railroad Company.

SUPREME COURT—Chambers—Ingraham, J.—Opens at 10:30 A. M. Calendar called at 11 A. M.

Class I.—1—Patterson vs. Traum. 2—National Broadway Bank vs. Benedict.

Class II.—3—Adams vs. Albert. 4—Heye vs. Tilford.

Class III.—5—Washington Life Insurance Company vs. Green. 6—Proctor vs. Mallin. 7—Stevens vs. Ramsey. 8—McCready vs. Fitzpatrick.

Class IV.—9—Brown vs. Sheehy. 10—Thomas vs. James. 11—People, &c., vs. American Steam Boiler Insurance Company. 12—Pacific Fire Insurance Company vs. Mulready. 13—Hinsila vs. Southern Pacific Company.

Class VI.—15—Rossmann vs. Weed.

Class VII.—16—Leavitt vs. Fitch. 17—Young vs. Fitch. 18—Barnes vs. Fitch. 19—Birney vs. Fitch. 20—Eaton vs. Fitch. 21—Murray Hill Co-operative Building and Loan Association vs. McCormick. 22—Raymond vs. National Soliciting Company. 23—Ladenburg vs. Commercial Bank of Newfoundland.

Class VIII.—24—Goode vs. Brown. 25—Fossette vs. Brown. 26—Perez vs. De Prellezo. 27—Aubert vs. National Suspender Company. 28—Chedsey vs. Leavenworth. 29—Levy vs. Eddy. 30—Tabler vs. Dacey. 31—Paul Weidman Brewing Company vs. Akin. 32—Weekes vs. Brock. 33—Cunningham vs. Cunningham. 34—Heckscher vs. Ingersoll. 35—Matter of Higgins. 36—Punchard vs. Callahan. 37—People, &c., vs. St. Nicholas Bank. (Matter of Butler, Stillman & Hubbard). 38—Parker vs. The Mayor, &c. 39—Matter of Lemaire Decorative and Electrical Manufacturing Company. 40—Young vs. United States Book Company. 41—Lewis vs. New-York Life Insurance and Trust Company. 42—Gregan vs. Buchanan. 43—Hilliard vs. Molloy. 44—Becker vs. McKnight. 45—Matter of Habirshaw. 46—Ernst vs. Ebbecke. 47—Farmers' National Bank of Annapolis vs. Venner. 48—Ivone vs. Wetzler. 49—Myers vs. McKnight & Chidester Company. 50—Garrick vs. Bowery Bank. 51—Harper vs. Bonnell. 52—Riehl vs. Arbogast. 53—Berliner vs. Berliner. 54—Dehler vs. Farmers' Feed Company. 55—McFadden vs. Southern Pacific Company. 56—Matter of M. Keller Cloak and Suit Company. 57—Spiess vs. Einstein. 58—Matter of McKnight Electric Company. 59—Fancher vs. American Cereal Company.

SUPREME COURT—Special Term—Part I.—Barrett, J.—Opens at 10:30 A. M. Case on.

Demurrers.—207—Babcock vs. Union Trust Company. 214—Phoenix Bridge Company vs. Keystone Bridge Company. 215—Same vs. same.

Law and Fact.—2671—Scharffler vs. Barker. 579—Larson vs. Germond. 1938—Wendel vs. Brown. 1831—Slater vs. Rogers. 988—Meyers vs. American Railway Improvement Company. 730—Levene vs. Berger. 1801—Graham vs. Graham. 2507—O'Beirne vs. Bullis. 563—Jones vs. Vosseler. 1805—Morris vs. Morris. 1815—Eaton & Prince Company vs. Hammerstein. 2573—Bartlett vs. Goodrich. 2612—Milbank vs. Gorman. 2221—Mullins vs. Mullins. 1895—Hornthal vs. Finelite. 1896—Same vs. same. 1897—Eichold vs. same. 1898—Same vs. same. 1899—American Credit Indemnity Company vs. same. 1900—Same vs. same. 1901—Stern vs. same. 1902—Same vs. same. 450—George C. Flint & Co. vs. Phelps. 1405—Baring Brothers & Co. vs. Kurtz. 1913—Neale vs. Carpy.

Highest number reached in regular call, 1922.

SUPREME COURT—Special Term—Part II.—Beach, J.—Opens at 10:30 A. M. Calendar clear.

308—Livingston vs. Manhattan Railway Company. 153—Koehler vs. New-York Elevated Railroad Company. 434—Oehler vs. same. 435—Walker vs. same. 264—Heilbroner vs. same. 233—Marks vs. Metropolitan Elevated Railroad Company. 235—Hughes vs. New-York Elevated Railroad Company. 265—Gottlieb vs. Metropolitan Elevated Railroad Company. 383—McElroy vs. Manhattan Railway Company. 384—Same vs. same. 387—Clarkson vs. New-York Elevated Railroad Company. 355—Phillips vs. Metropolitan Elevated Railroad Company. 356—Same vs. same. 64—Newcombe vs. Manhattan Railway Company. 60—Bacharach vs. same. 310—Russell vs. New-York Elevated Railroad Company. 160—West vs. Metropolitan Elevated Railroad Company. 152—Hurst vs. New-York Elevated Railroad Company. 1284—Crumble vs. Manhattan Railroad Company. 2546—Cornell vs. same.

SUPREME COURT—Special Term—Part III.— ——, J.—Opens at 10:30 A. M.

CIRCUIT COURT.—Day calendar to be called in Part III. Cases to be sent to the different parts in their order as called for trial.

3506—Gallagher vs. Pettit. 2669—Gelbel vs. Elwell. 2695—Leach vs. New-York, New-Haven and Hartford Railroad Company. 2376—Patterson vs. Ongley Electric Company. 1471—Hess vs. Currier. 2744—Jacquin vs. Bontard. 2601—Butler vs. The Mayor, &c. 2522—Haven vs. Dean. 4552—Higgins vs. Pierce. 2426—Gourley vs. Knabe. 2766—Millard vs. Holland Trust Company. 1527—Rubenstein vs. Neufeld. 2250—Strauss vs. Krug. 2662—Davis vs. Frohman. 2511—Meise vs. Newman. 4890—Higgins vs. Pierce.

Highest number reached in regular call, 2933.

CIRCUIT COURT—Part I.—Andrews, J.—Held in Part II. room. Opens at 10:30 A. M. Calendar clear. Cases to be sent from day calendar for trial.

CIRCUIT COURT—Part II.—Adjourned sine die.

CIRCUIT COURT—Part III.—Patterson, J.—Opens at 10:30 A. M. Case on. Cases to be sent from day calendar for trial.

CIRCUIT COURT—Part IV.—Lawrence, J.—Opens at 10:30 A. M. Calendar clear. Cases to be sent from day calendar for trial.

COMMON PLEAS—General Term.—Adjourned for the term.

COMMON PLEAS—Equity Term.—Bischoff, J.—Held in the Equity Term room of Superior Court. Calendar called at 10:30 A. M. Calendar clear.

8—Milliken vs. Keppler. 90—Edison Electric Company vs. Gastavino Fireproof Company. 97—Poppe vs. Poppe. 69—Fishel vs. Tolette. 30—Saxton vs. Manhattan Railway Company. 31—Same vs. same. 36—Liss vs. same. 37—Same vs. same. 38—McCullough vs. Metropolitan Elevated Railroad Company. 86—Dayton vs. H. B. Claflin Company. 105—Lane vs. Esselborn. 52—Wilkins vs. The Mayor, &c. 94—Viles vs. Viles. 23—McCutcheon vs. Dunham. 25—Klebisch vs. Seidler. 77—Kalliske vs. Well. 102—Burstein vs. Feist.

COMMON PLEAS—Special Term.—Pryor, J.—Calendar called at 10:30 A. M. Calendar clear.

9—Gartner vs. Union Railway Company.

COMMON PLEAS—Trial Term.—Part I.—Daly, C. J.—Opens at 10:30 A. M. Calendar clear. Cases answered ready will be sent from this calendar to Parts II. and III. for trial in the order in which they are called.

997—Cielfield vs. Browning. 393—McGuire vs. The Mayor, &c. 2680—Lhowe vs. Third Avenue Railroad Company. 2689—Merzbach vs. The Mayor, &c. 922—Graham vs. New-Jersey Steamboat Company. 2492—Jones vs. Wick. 1262—Berry vs. The Mayor, &c. 869—Loening vs. Third Avenue Railroad Company. 1216—Kupfer vs. Blanchard. 52—Will of Sophia Moss. 1001—Freligh vs. Home Insurance Company. 1249—Stagg vs. Arnold. 1235—Jenkins vs. Campbell. 2517—Lawlor vs. French. 1093—Johnson vs. New-York Central and Hudson River Railroad Company. 2491—Hamel vs. Culver. 1081—Deery vs. Sternberger. 862—Second National Bank vs. Curtis. 1028—Peters vs. Van Opstal. 1054—Schweinberg vs. Le Boutillier. 1232—Coleman vs. Erie Transfer Company. 1186—Ball vs. The Mayor, &c. 2584—Kummer vs. Christopher and Tenth Street Railroad Company. 1297—McElroy vs. Wronkow. 983—Lederer vs. Tribune Association. 1230—Hen vs. Lesser. 2612—Sefton vs. The Mayor, &c. 2686—Many vs. Hendrick. 2541—Love vs. Sexton. 1177—Molinari vs. Starin.

Highest number reached in regular call, 1310.

COMMON PLEAS—Trial Term.—Part II.—Giegerich, J.—Opens at 10:30 A. M. Calendar clear: Causes to be sent from Part I. for trial.

COMMON PLEAS—Trial Term.—Part III.—Bookstaver, J.—Opens at 10:30 A. M. Calendar clear. Causes to be sent from Part I. for trial.

SUPERIOR COURT—General Term.—Sedgwick, C. J., McAdam and Beekman, JJ.

Appeal from Order.—1—People ex rel. Follett vs. Fitch. Appeal from Judgments.—9—Russ vs. Stratton. 19—Zorn vs. McParland.

SUPERIOR Court—Equity Term.—Adjourned for the term.

SUPERIOR COURT—Special Term.—Freedman, J.—Opens at 10 A. M. Calendar called at 11 A. M. Calendar clear.

647—Israel vs. Baraker. 648—Same vs. same. 555—Perkins vs. Peetsch. 726—Petchaft vs. Gurley. 710—Colombara vs. Columbara. 740—Lynch vs. Lynch. 598—Gillespie vs. Scott. 408—Sterne vs. Rosendorf. 703—Kaufman vs. Lang. 529—Fisher vs. Gunn. 656—Giegengack vs. Peck. 751—Herman vs. Herman. 728—Lingsweiler vs. Lingsweiler. 588—Townsend vs. Thomson. 562—Gerin vs. Bauer. 679—Brodie vs. Feldman. 644—Zanger vs. Oppenheim. 755—Collins vs. Collins. 684—Gingras vs. Gingras. 462—Ruopp vs. Ruopp. 600—Young vs. Young. 622—Richter vs. Richter.

SUPERIOR COURT—Trial Term—Part I.—Gildersleeve, J.—Opens at 10:30 A. M. No day calendar. Case on.

876—Sarner vs. Hellman.

SUPERIOR COURT—Trial Term—Part II.—Adjourned for the term.

SUPERIOR COURT—Trial Term—Part III.—Dugro, J.—Opens at 10:30 A. M. Calendar clear.

1041—Sheehy vs. Utah, Nevada and California Stage Company. 627—Rappaport vs. Clayman. 1685—Noy vs. Metropolitan Street Railway Company. 992—Hilliard vs. Garrison. 980—Seidlicke vs. Equitable Gaslight Company. 138—Sears vs. Manhattan Railway Company. 1155—Smith vs. The Mayor, &c. 1217—Hill vs. Buttel. 1030—Dobson vs. Herbert. 709—Simmons vs. Newberger.

Highest number reached in regular call, 1253.

SURROGATE'S COURT—Chambers—Fitzgerald, S.—Opens at 10:30 A. M.

Issues of Fact—Estates.—166—William S. Hicks. 184—Robert F. Conway. 185—Julia E. Downey.

Wills for Probate, at 10:30 A. M.—Peter Kilkenny, Mary E. Prucha, Walter R. Long, Daniel Valentine, Benjamin Stokes, Julia Whitchurch, John A. Post; at 2 P. M.—Johann Bandalek, Ann L. Housten, Michael Kelly, Fannie Neuman, Henrietta Amerli, Charles T. Nichols, Annie C. Smillie.

SURROGATE'S COURT—Trial Term—Arnold, S.—Opens at 10:30 A. M. Held in brownstone building 32 Chambers Street.

Contested Wills—1030—Adelaide Spitzer. 973—Mary E. Barbineau.

CITY COURT—General Term—Adjourned sine die.

CITY COURT—Special Term—Ehrlich, C. J.—Held in Room 11, City Hall. Opens at 10 A. M. Motions must be made returnable at 10 A. M.

CITY COURT—Trial Term—Part I.—Van Wyck, J.—Held in Room 20, City Hall. Opens at 10 A. M. Calendar clear.

1251—Dimond vs. Keister. 783—Greenstone vs. Hoff. 1312—Pollock vs. Bates. 1313—Same vs. Wise. 1314—Same vs. Bates. 858—Roiston vs. Nichols. 700—Abraham French Company vs. Shapiro. 666—Israel vs. Jordan. 453—White vs. Stanton. 614—Cunningham vs. Carpony. 601—Steen vs. Conried 3352½—Frendenheim vs. Raduziner. 398—United States Varnish Company vs. Kiernan. 804—McCarthy vs. Mahon. 312—Meyer vs. Maloney. 467—Rosenberg vs. Jordan. 324—Pelser vs. Strauss. 1255—Edye vs. Halvorseen. 2572—Miller vs. Van Clief. 697—Clayton vs. Kraus. 782—Photo-Litho Transfer Company vs. Goulet. 1249—Bernard vs. Cordts. 621—Acker vs. Steinhardt. 1319—Lindenmeyer vs. Hodge. 1320—Goodfriend vs. McLelland. 603—Reiss vs. Germania Fire Insurance Company. 1322—Koschnopky

The New-York Times.

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AMUSEMENTS THIS EVENING

ABBEY'S, Broadway-38th St—8:30—A Bunch of Violets.
ACADEMY OF DESIGN, 4th Av-23d St—Day and Evening—Water Color Exhibition.
ACADEMY OF MUSIC, 14th St-Irving Place—8:15—Rory of the Hill.
AMERICAN, 42d St-8th Av—8:15—The District Attorney.
BIJOU, Broadway-30th, 31st St—8:15—The Twentieth Century Girl.
BLOOMINGDALE'S, 3d Av-59th, 60th St—Napoleon Exhibit.
BROADWAY, 41st St-Broadway—8:00—Madame Sans Gene.
CARNEGIE MUSIC HALL, 57th St-7th Av—3:00—Piano Recital, Tristan and Isolde, Act I.
DALY'S, Broadway-30th St—8:15—The Orient Express and A Tragedy Rehearsal.
EDEN MUSEE, 23d St-6th Av—8:00—Grand Concerts—Wax Works. Pantomime.
EMPIRE, Broadway-40th St—8:15—The Masqueraders.
FIFTH AVENUE, Broadway-28th St—8:00—Gismonda.
FOURTEENTH STREET, 14th St-6th Av—8:15—Humanity.
GARDEN, Madison Av-27th St—8:15—Little Christopher. Living Pictures.
GRAND OPERA HOUSE, 23d St-8th Av—8:00—Darkest Russia.
HARLEM OPERA HOUSE, 125th St-7th Av—8:15—The Little Trooper.
HARRIGAN'S, 35th St-Herald Square—8:15—The Major.
HERALD SQUARE, Broadway-35th St—8:15—Rob Roy.
HOYT'S, 24th St-Broadway—8:30—A Milk White Flag.
IRVING PLACE, 15th St-Irving Place—8:15—Papageno.
KOSTER & BIAL'S, 34th St-Broadway—8:15—Vaudeville. Living Pictures.
LYCEUM, 4th Av-23d St—8:30—The Case of Rebellious Susan.
MADISON SQUARE GARDEN, Madison Av-26th St—Cercle Français de l'Harmonie Masquerade Ball.
METROPOLITAN OPERA HOUSE, Broadway-40th St—8:00—Carmen.
PALMER'S, Broadway-30th St—8:00—The Fatal Card.
PROCTOR'S, 23d St-6th Av—10:00 A. M. to 10:30 P. M.—Vaudeville.
STANDARD, Broadway-33d St—8:30—Too Much Johnson.
STAR, Broadway-13th St—8:15—The Old Homestead.

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YESTERDAY'S TEMPERATURE

	1894.	1895.		1894.	1895.
3 A. M.	37	18	3:30 P. M.	49	24
6 A. M.	37	18	6 P. M.	46	22
9 A. M.	37	19	9 P. M.	43	19
12 A. M.	42	20	12 P. M.	41	19

Average temperature yesterday.....19⅞
Average temperature for corresponding date last year.....41½
Average temperature for corresponding date last fifteen years.....33½

PROBABILITIES FOR TO-DAY

To-day's Weather in this city, as indicated by the Weather Bureau: Fair, northwest winds.

For "The Weather Forecast" complete see Page 8, Column 7.

TWELVE PAGES.

NEW-YORK, MONDAY, FEB. 11, 1895.

The Times does not undertake to return rejected manuscripts. In all cases where a return of manuscript is desired postage must be inclosed.

A REED SHAKEN.

On Saturday, when the Committee of Ways and Means took up the question of saving $16,000,000 to the taxpayers by authorizing gold bonds for the recent loan, Mr. T. B. Reed, the Republican leader, opposed the measure. On Thursday, when the Currency bill, as amended, was before the House, Mr. Reed did not vote on the first roll call, and did not vote on the second roll call until he had had time to ascertain by a simple mathematical device that the bill was surely defeated. Then he recorded his honorable name in the affirmative. A change of a very few votes, say a dozen, with a little drumming up of dodging members, would have secured the passage of the bill. It is our impression that a much greater change than that could have been secured by Mr. Reed had he so wished. While the bill was pending in Committee of the Whole, Mr. Reed divided the Republicans who would have voted for the bill as a whole by raising the question of payment in gold. He proposed a substitute which in the midst of a number of confusing provisions included payment in coin, he at the time knowing perfectly well that payment in gold was of the essence of the measure, and that no other mode of payment would meet the requirements of the situation. Here we have the short and simple annals of the very poor statesmanship of Mr. Reed.

It is related of the once brilliant and aggressive gentleman from Maine, in the year 1890, when the Sherman bill was urged as the only means of preventing a free-coinage bill, and when it was suggested that a free-coinage bill would in any case be vetoed by President Harrison, that Mr. Reed remarked that he was not acquainted with any one who knew what Mr. Harrison would do or would not do with such a bill. The President was at that time a candidate for renomination, and the significance of Mr. Reed's remark was obvious. Mr. Reed is now himself an aspirant for a Presidential nomination. Is he acquainted with any one who knows what he will do or will not do on any matter that may affect the satisfaction of his legitimate but demoralizing ambition? The doubt suggested by the question is bitter, but it is inevitable. Mr. Reed's own course compels it. The once courageous and rather contemptuous Representative, who compelled admiration for his candor and respect for his sincerity, however he may have lacked in manners, has vanished, and in his place we see the halting, timid, scheming, half-suppliant politician, squirming and twisting around whatever he fancies may be an obstacle in his path.

And the element in this spectacle that is at once pitiful and grotesque is that, of all possible ways, this, for a man of Mr. Reed's mind and temperament, is the least likely to lead to success. It is the very converse of that which his great rival, Mr. Blaine, followed to tragic failure. Naturally a plotter, the latter assumed the manner and sought to make the reputation of a dashing and open-hearted leader. Mr. Reed, having shown that he is by nature a brave and spirited fighter, now seeks the advantages of a shrewd trimmer. What is common to both careers, what was fatal in one and is full of peril for the other, is the contradiction between the real character and that assumed. Mr. Blaine could not win the confidence due to a bold leader because at heart he was not one, and Mr. Reed cannot gain by the arts of the tricky politician even the advantage they are capable of giving, because at heart he despises them and is unfitted for them. This fact, so obvious to those whose observation is unprejudiced, it is probably too late for Mr. Reed to recognize. But if he could get himself into the frame of mind habitual with him only a short year ago, there are some things that we should venture to call to his attention with the hope that it would not be in vain.

One of these is that on the currency question the tendency of public opinion in the United States for the past twenty years has been distinctly toward honest money, which is the same as saying, in the conditions prevailing, toward gold payments. This is shown by the fact that, though the issue has never been clearly voted on, the more nearly it has been presented, the more decided has opinion been in the right direction. If it were possible now to put the question to the people, unobscured and unconfused, the answer would be overwhelmingly for honest money. The next point to be noted is that there is a very powerful current of events tending to force this issue distinctly upon the country. We have paltered with it, compromised it, deferred it, over and over again. At every successive stage the result has been more disastrous. The half-blind, half-cowardly hesitation in taking the final step, paying our demand notes once for all in gold, and destroying forever the last excuse for doubting the absolute honesty of the Nation, has cost us, literally, two thousand millions of dollars in taxes and millions more in business losses. If the American people once clearly understand this, they will act with a swiftness and decision that nothing can withstand. In that day the leader they will choose will not be a trimmer or a schemer. They will not choose him for his skill in dodging issues or evading difficulties. They will take the man they think they can trust because he has not failed them. There was a time when Mr. Reed had given reason for such confidence in him. Lately he has impaired it. Yet a man who has the courage frankly to recognize wherein he is wrong and promptly and firmly to put himself in the right is not a man to discard. Honestly, Mr. Reed, we believe that you have still a chance.

ON TO PEKIN.

The important and interesting correspondence from Tien-Tsin which The Times publishes this morning simultaneously with The London Chronicle gives testimony from a witness inside the Chinese lines that amply corroborates information from Japanese sources as to China's helplessness.

Shan-hai-Kuan, on the western shore of the Gulf of Liautung, lies directly in the path of Japan's approach to Pekin from the north. Preparations, after the Chinese fashion, have been made to resist the invaders. Our correspondence makes it clear that it will not be a stubborn or effective resistance. The Chinese defensive force consists of about 13,000 men, of whom not more than one-half are effectives, and a few mud forts and breastworks.

The fall of Wei-Hai-Wei opens up to the Japanese fleet the whole Gulf of Pechili and that of Liautung. They can go unopposed with their war ships and transports to Shan-hai-Kuan, or to the mouth of the Peiho, still nearer Pekin. Meanwhile the force at Shan-hai-Kuan is expecting the arrival of a land force from the direction of Kinchow, and will probably run away on its appearance. The capture of Shan-hai-Kuan will leave the road open to the mouth of the Peiho, where the fleet will probably appear, unless it should choose first to assist in capturing Shan-hai-Kuan.

Every line of attack on Pekin is now practically open to Japan. The forces that oppose her march are of no substance and incapable of stopping her way. She will doubtless negotiate a peace in the Chinese capital itself.

FLORIDA'S GREAT LOSS AND CALIFORNIA'S GAIN.

Poor Florida! Six weeks ago a cold wave swept over the entire peninsula, the temperature falling to 14° above zero at Jacksonville, 18° at Tampa, and 28° even at Palm Beach and Lake Worth, far down the eastern coast, where the cocoanut trees were blighted and hundreds of acres of pineapple plants were ruined in a night. The mercury went lower by one degree than it had fallen in the memorable freeze of 1886, and broke the record since the year 1835. But at the time of the cold snap of 1886, in the first week of February, nearly all of the oranges had been picked. On the 29th of December last, however, half the crop—which had grown in the nine years from 900,000 to 5,000,000 boxes—was still on the trees, and oranges enough to fill 2,000,000 boxes were transformed into balls of ice.

The loss caused by the freeze of six weeks ago has been estimated at from $4,000,000 to $5,000,000 for oranges alone, but at the same time great plantations of early vegetables—tomatoes, egg-plant, cabbages, lettuce, &c.—were killed, and on the lower east coast the young lemon trees, the banana plants, guava plants and other tropical products the cultivation of which had only recently been undertaken, were destroyed. The entire loss could not be estimated closely until the effect of the freeze upon the orange trees should be ascertained. It was generally believed that nearly all of the young groves had been killed, with most of the young shoots on old trees. The loss therefore must have been considerably in excess of $5,000,000, and possibly more than twice that sum.

Now comes another freeze to kill what the first one spared. The average temperature on the peninsula was as low in the cold days of last week as it had been on Dec. 29, and the minimum was one degree lower, although the region near Lake Worth was more fortunate this time. At Tampa, half way down the western coast, the mercury stood at 22° above zero, and the inhabitants looked with wonder at a severe snowstorm. This time, moreover, the freeze was prolonged for nearly forty hours.

The loss is very great. The best authorities say that 75 per cent. of the orange trees in the State have been killed, with two-thirds of the pineapple plants, the greater part of the largest crop of early vegetables ever planted in Florida, and half a million quarts of strawberries just beginning to ripen. As we have said, this year's crop of oranges was about 5,000,000 boxes, and half of it had been picked when the cold snap of six weeks ago came. It was then expected that the crop of next year would be 6,500,000 boxes, and the enormous loss caused by these two strokes of frost may be realized when it is noted that the best authority on orange growing in the State predicts that only 100,000 boxes will hold next year's crop. If his prediction be a trustworthy one, the agricultural interests of Florida have received a terrible blow, from which they may not recover for years to come, and the reported estimate of $15,000,000 loss is not too small.

Fortunate California! The orange groves and other plantations in her flowery southern counties escaped this freezing blast, and Florida's loss is her gain. The weather maps which show the great dip of the zero line from the Rocky Mountains down almost to New-Orleans and the prevalence of freezing weather throughout the entire Florida peninsula, except the very tip, also disclose clearly the fact that the entire State of California, except a little patch at the northern extremity, was on the safe side of the line of freezing temperature. Sheltered behind the barrier of the line of 32°, the fruit crops of Southern California have been preserved, and the reward of the planters will be the greater because of Florida's misfortune. And yet, while Florida lies between the parallels of 31° and 25° north, every part of Southern California is in higher latitude, the southern counties lying between 33° and 36°.

After the December freeze in Florida the price of California oranges was largely advanced, and now there will be another increase. The California crop is now on the trees and part of it is ready to be picked. There are about 2,800,000 boxes, and many a grower will receive from $300 to $400 per acre for his fruit. The profits this season will make up for the losses incurred in 1892 and 1893. In the first of these years even California suffered from a deadly frost.

THE ELBE AND THE CRATHIE.

The statements of the rescued Elbe passengers who arrived aboard the Umbria yesterday make no substantial addition to our knowledge of the disaster. The man Hofman, who is the principal witness in the matter, told his full story at Lowestoft. He told it under the influence of inconsolable grief at the loss of his wife and son. It was natural that his narration should reflect upon the behavior of the officers and crew of the Elbe, for it was certain that his emotions would take the form of resentment against the only persons whom he could in any way hold accountable for his loss.

It now appears, on a nearer acquaintance with Hofman, that he is a voluble and rather heedless talker. His grief and his excitement have led him into some errors of statement that other survivors have been able to point out. Moreover, as the story of the tragedy has gradually unfolded it has become more and more evident that in the darkness and confusion and terror no one passenger of the Elbe could have seen and heard enough of what was going on to frame any very trustworthy accusation of cowardice and selfishness on the part of the ship's officers and crew.

While Hofman's statements do not appear to lay him open to the charge of intentional misrepresentation, they quite fail to convince impartial minds that the resentment he naturally feels is justified. As the evidence is sifted, the earlier stories of brutal conduct on the part of the North German Lloyd's employés become distinctly less credible.

A much more profitable matter of discussion is the behavior of the officers and crew of the colliding collier. The Crathie has been libeled in a civil action. That course will yield precious little satisfaction. The wretches who manned her ought certainly to be brought before the English courts in a more serious procedure. Manslaughter is the very least offense with which they are chargeable. If, as our London correspondent asserts, it be the practice of these tramp colliers to go ramming about the North Sea with a set helm, no watch, and everybody below, there would be plenty of testimony to the fact. The Crathie, plainly enough, must bear the full responsibility for the avoidable collision that sank the Elbe. The only way to make the responsibility felt is to get her officers into jail for a considerable term. That would impress the teaching of the disaster upon others of their calling in those waters.

TYPHOID AND THE MILK SUPPLY.

During the last few years several notable local epidemics of typhoid fever, the origin of which could not at first be ascertained, have been the subjects of careful investigation, which showed conclusively that the milk supply had been the source or agent of infection. The milk itself, when taken from the cow, was harmless, but by it the germs of typhoid were carried from the dairyman's family or from some one of his employés to customers whom the dairyman served. Such was the origin of the epidemics in Springfield, Mass.; Waterbury, Conn.; Montclair, N. J., and several others which might be mentioned.

We have now the record of a searching inquiry concerning the cause of an epidemic of this fever in the little town of Bayhead, N. J., which is near the head of Barnegat Bay and has in the Summer a population of about 1,200. Up to last July the sanitary condition of the town was excellent, but in that month there were fifteen cases of typhoid fever. The first case—and, as it was shown afterward, the one from which all the others were derived—was that of a dairyman who had come to Bayhead in June with a small herd of cows. Although he was ill from July 1, he was able to milk and care for his cows until July 11, when he took to his bed. The second case attracted attention on July 14, and before the end of the month there were fifteen in all. It was ascertained that all of these fifteen persons had been consumers of milk supplied by a dealer to whom the milk of the cows belonging to the first patient was regularly sold. This dealer also delivered milk supplied from one other source, but it was quite clearly proved by the inquiry that the milk from the first patient's cows had been delivered to the families in which the disease afterward appeared. In the family with which this first patient lived there were no cases, and it was ascertained that no member of it had used milk from his herd. The second case appeared just two weeks after the first symptoms of his illness were noticed, and the last case just nineteen days after he was compelled to stop milking his cows. One of the victims took the milk only with hominy at breakfast; another only with berries at supper, and another, a cook, simply tasted the milk when it was received in the morning.

The lesson to be learned from the history of epidemics of typhoid originating in this manner is that the sources of the milk supply should be subjected to sanitary supervision. A case of typhoid in the family of a dairyman farmer, or the illness (with this disease) of a person employed in his dairy, may be—and in many cases has been—followed by a considerable epidemic in the town or city where the milk from such a dairy is sold. Merely from the pecuniary point of view, the money expended for such inspection would be profitably invested. The work of a competent Inspector on only one farm in the neighborhood of Springfield two years ago would have prevented in that city an epidemic of 150 cases, 25 of which were fatal. The money value of those lives and the cost of all those cases of illness would have paid the expenses of an inspection of the sources of the city's milk supply for twenty years.

THE STEEL BEAM COMBINATION IN A DIAGRAM.

Colored diagrams showing the course of prices in the iron and steel industry for several years past are very instructive with respect to the influence of combination agreements. We have recently pointed out how useful the diagrams published by The Iron Age are with regard to the effect of tariff changes upon the prices of tin plate and tin. We now direct attention to some interesting facts clearly set forth by that one of our contemporary's diagrams which shows the course of the prices of steel beams, steel billets, and Bessemer pig iron for the seven years ending with 1894.

Throughout the year 1888 and for some time before that year the combination price of steel beams was $73.92 per ton, (or 3 3-10 cents a pound.) The combination was an old one; its high uniform price was easily maintained. The manufacturers were enabled to exact this price by a tariff duty of $28 per ton and by natural protection, in addition, which was not less than 25 per cent. The raw material is Bessemer pig iron, a product not controlled by a combination.

The black line indicating the price of beams shows no variation throughout the year 1888, but at the beginning of 1889 it declines sharply and suddenly. On the first day of that year the combination reduced its price to $62.72, (or 2 8-10 cents a pound,) and this price was maintained without variation for nine months.

Then, in October, 1889, harmony was restored in the association, and the price was fixed at $69.44, (or 3 1-10 cents a pound,) which was exacted without variation for a little more than two years. This is indicated by the straight black line on the diagram, running without a turn or break from October, 1889, to Feb. 1, 1892. It will be observed that the combination was able to keep up its high ring price for a year and a quarter after the enactment of the McKinley tariff, although by that tariff the duty was reduced from $28 to $20.16 per ton, owing to the sharp attacks of the late Senator Plumb and one or two other Republican Senators upon the combination and its extortionate policy. The explanation is that while the old duty had been prohibitory, the new one was also high enough to be prohibitory, and the gradual decline of the cost of raw material after the beginning of 1890 tended to make the new duty practically as high as the old one. When the price of beams finally fell, the fall was due to a dissolution of the combination, and not to any change in the tariff. The price of beams to-day at Pittsburg is only $28 per ton.

During the two and one-quarter years while the combination's price was $69.44, there was a notable decline, as the diagram shows, of the prices of the beam-makers' raw material and of certain other iron or steel products in the manufacture and sale of which ordinary competition prevailed. For example, Bessemer pig iron, the beam manufacturers' raw material, fell from $23.75 to $15.31, or 35 per cent., and steel billets from $36.65 to $24.36, or 33 per cent. Other declines were as follows: Wire nails, 48 per cent.; cut nails, 33 per cent.; steel tank plate, 32 per cent. The diagram shows that these declines were practically gradual and continuous, the occasional reactions being slight.

But while these prices were falling during the last eight months of the old tariff and the first year and a quarter of the McKinley act, the price of steel beams remained unchanged. The power of the combination compelled consumers to pay $69.44 per ton and thus deprived them of the advantage, derived from lower cost of raw materials, to which they were fairly entitled.

On or about Feb. 1, 1892, however, the combination was dissolved, owing to the withdrawal of Mr. Carnegie. Speaking of a reduction in the price of rails, The New-York Tribune said, on Nov. 13, 1893: "The reduction in rails is said to be the work of the Carnegie establishment, which appears to have broken the rail combination as completely as it formerly broke up the combination in steel beams." But Mr. Carnegie still sustains the combination of rail manufacturers.

This dissolution caused a great reduction of price, from $69.44 to $52.86, or nearly 24 per cent., at one stroke. At the end of 1892 the price had fallen to $46.36 per ton. For the first six months of 1893 it was sustained without variation at $44.80, as if there had been a new agreement to keep the price at those figures, but the black line shows a further and continuous fall during the last six months of that year to $37.40, and the close of the year 1894 saw the price reduced to $29.12. It should be noted that the diagram's prices are those paid at Philadelphia, and that beams were sold last year at Pittsburg for less than $26. The price there now is about $28. Since the dissolution of the beam combination Bessemer pig iron has declined from $15.31 to $10 and steel billets from $24.36 to $15, and the diagram shows that since competition was permitted in the beam industry the price of beams has followed with more or less regularity the course of the prices of raw material and of other iron and steel products not controlled by agreements.

As for the tariff, the rate under the new law ($13.44 per ton) is prohibitory, like those which preceded it. It may be noted that the duty of $28 was about 37 per cent. of the old combination price, ($73.92;) that the McKinley duty was about 30 per cent. of the combination's price ($69.44) in 1890 and 1891, and about 40 per cent. of the average price in 1892, after the dissolution; and that the duty in the new tariff is about 60 per cent. of the average price last year.

The Government's reports indicate that South America will have no considerable epidemic of Asiatic cholera, although the disease has been present in parts of Brazil and several Argentine ports for two or three months. At the end of December there were only a few cases in the infected district in Brazil, which included several small towns situated at some distance from the coast, and at the same time the sanitary representative of this country stationed in Rio Janeiro reported nine cases in Buenos Ayres and also cases in Rosario and two or three other Argentine ports. The Argentine authorities were displaying great energy in the work of stamping out the disease, even going so far as to burn all infected houses.

If somebody would only explain why the service of the elevated roads was so amazingly bad during last week's storm, he would enable a large portion of this long-suffering community to recall the weary hours it has been spending between stations and on wind-swept platforms with something less of exasperation. There was no visible cause for the numberless delays, the incessant blockades, the short and infrequent trains, or the cold cars, that for days turned travel, or, rather, the attempt to travel, into a long agony of impatience for every one who has a temper, and which resulted in pneumonias, coughs, and colds enough to make every doctor in town rich for life. There was no snow on the tracks at any time, coal burns quite as well in cold weather as when it is warm, the wind could have had no appreciable effect on motion either way, and the grades were no steeper during the blizzard's visit than when the mercury stood at 90. Necessary evils can be endured, and to unavoidable inconvenience one can submit more or less gracefully; but it is hard indeed to "step lively," or even to enter by "both gates," at the bidding of gruff underlings, only to illustrate for hours the formation of what is known as "gooseflesh," to eat cold dinners at 9:30 P. M., and to expend fabulous sums on quinine pills, every one of which knoweth both its own bitterness and that of its consumer.

PERILS OF ENGLISH AUTHORS

A Playwright Who Has Suffered from Them Tells His Experience.

About the most interesting contribution to the discussion that has been stirring up the Britishers ever since the discourteous treatment of Henry James's "Guy Domville" by a mob of brutal London first-nighters is the following letter from a "Dramatic Author," which appears in Mr. Labouchère's Truth. It throws a bright light on many things—well, Anglican:

"You alone among your contemporaries have hit the right nail on the head regarding calls for an author after the play, be it successful or unsuccessful; appeals to managers to make senseless and silly speeches, and the usual rowdyism that follows the descent of the theatrical curtain. I happen to have been behind the scenes in these matters for many years. I have attended pit and gallery, and I have corresponded with the leading pittites and galleryites for many years. The one thing that the public does not understand, and never will understand, is this, that there is some unwritten law followed by paying playgoers to this effect, namely, that a successful author deserves the reward of applause, and that an unsuccessful author must and shall take the punishment of public execration. The rough ethics of the pit and gallery are simply this: We have spent a pleasant evening, and our money has not been wasted. We will cheer the author. We have spent a wretched evening, and our money has been wasted. Let us hiss and 'boo' and execrate the author of our misery.

"Now, Sir, I have written some fifty or sixty plays for the stage, some successful, some failures, but I have never appeared on the stage to take a call, and never would, under any circumstances whatever, because the call is, in nine cases out of ten, a deliberate ironical insult. I have given to the stage one of the greatest successes of modern times, and also its greatest failure. On the occasion of my success I refused to appear, because I do not consider that any author ought to lower himself by risking insult from some members of a paid clique sent in by an envious rival. On the occasion of my direst failure, which had cost me an infinity of pain and labor, I went home heart-broken and disgusted to bed. But that was not enough for the tyrant hissers. They called me out in my absence to hiss me for having failed, and for having caused a wasted evening. Naturally, I did not appear, for I was in bed. This non-appearance was taken as an insult to the audience, and for six weeks afterward I was publicly hissed whenever I showed my nose in a theatre—hissed as a private individual because I had not subjected myself to a public hissing on the occasion of the failure of my unfortunate play.

"I have had great experience in these matters, and I consider that an author, be he successful or unsuccessful, is a fool who takes a call. Let him bury his vanity and stay away. In ninety-nine cases out of a hundred he will be hissed, whether the play is a failure or a success. A boy sent in with a shilling to groan can make more effect than a hundred enthusiasts. There is no sincerity in the matter."

Train Wreckers and Rick Burners.

English justice, if the reports given below of two cases just decided are to be taken as significant, makes a wide distinction between crimes against life and those against property:

Suffolk Assizes. Before Mr. Justice Mathew. Three men, named Harry Howell, Ernest Newman, and Frederick Chapman, convicted of wilfully placing blocks of wood on the railway, with intent to wreck an express. The engine driver saw the obstruction and applied the brake, but the train dashed against the logs of wood, which were knocked off the rails. Six months each.

Suffolk Assizes. Before Mr. Justice Mathew. William Tatum, charged with maliciously setting fire to a stack of wheat and beans, valued at £27. His Lordship attributed the crime to drink. Three years' penal servitude.

Deborah Nursery's Temporary Home.

The Ladies' Deborah Nursery and Child's Protectory of 95 East Broadway, an institution which shelters over 300 children of Hebrew parents, will be moved in a short time to temporary quarters up town, where it will remain until the completion of the new building at Morrisania. The lease at 95 East Broadway does not run out until May. Mrs. de Peyster, an Inspector of the State Board, in her report states that the building is unfit for asylum purposes. Her investigation was conducted at the request of Mayor Strong.

The new building at Morrisania will be of brick, 60 by 90 feet, and four stories high. It will cost between $40,000 and $50,000.

Lowell Literary Society Anniversary.

The members of the Lowell Literary Society celebrated the third anniversary of the organization at Hardman Hall, on West Nineteenth Street, last night. There was a long programme of music, singing, recitations, and a debate on the resolution "That we favor the single tax." J. M. Birnbaum and David Wittenberg assumed the affirmative and N. G. Price and Bernhard Alexander the negative side of the question. The debate was awarded to the affirmative side by the judges, Recorder Goff, Prof. G. B. Newcomb, and M. Cukor. Benjamin Berger made the opening address of the entertainment.

THE WEEK IN CONGRESS

Twelve Appropriation Bills Await Consideration.

OBJECTIONS TO SOME OF THEM

Amendments Likely to Provoke Long Debates—Poor Outlook for the Pooling and Bankruptcy Bills.

WASHINGTON, Feb. 10.—Beginning with to-morrow, there yet remain to this Congress but eighteen days in which to transact business and close up its affairs. Despite the fact that the end is so near, but one of thirteen appropriation bills that provide for the Governmental expenditures for the year ending June 30, 1896, has become a law, and received the signature of the President—the Military Academy bill. The Army bill has been signed by the officers of both Houses, and has gone to the White House. There are in conference the Pensions, Fortifications, and the District of Columbia bills. The Diplomatic bill passed the Senate only yesterday, after a long debate on the subject of the Hawaiian cable. There is now in the Senate the Post Office and Indian bills, and Chairman Cockrell expects to report the Agricultural bill to-morrow.

The two bills now before the Senate will be subject to much debate, but the degree to which the debate may be protracted depends entirely upon the attitude of those in charge with regard to the withdrawal of certain objectionable amendments that have been made.

The first bill to be called up is the Post Office Appropriation bill. At the solicitation of Mr. Vilas, the committee has reported and amendment to this bill providing that the Government shall own the postal cars in use on the different roads carrying the fast mails. The Republicans look upon this as the first step in the direction of Government ownership of the railroads, and will antagonize the amendment.

Another and far more important amendment—more objectionable from a political standpoint—is one that places the expenditure of the $3,000,000 appropriated for the support of the special fast-mail facilities at the absolute discretion of the Postmaster General. This, Republicans say, is contrary to all precedents. They maintain that Congress itself should stipulate where and how this money should be spent. So long as this amendment is permitted to remain as a part of the bill, Republican leaders say they will not permit it to pass. Necessarily, it follows that this bill will precipitate a good deal of discussion unless those in charge of the measure shall capitulate early in the fight to the opposition that will be raised to these two amendments.

The passage of the Post Office bill will be followed by a struggle between the Pooling and the Bankruptcy bills. Mr. Butler some days ago introduced a resolution which makes the Pooling bill the unfinished business, and keeps it before the Senate until finally acted upon. He gave notice that he would call it up immediately after the passage of the Post Office bill.

Those Republicans who are against the Bankruptcy bill will assist in substituting the Pooling bill for it, but such a victory would be of no material benefit to the Pooling bill, as it would be set aside for appropriation bills or be talked to death, and to be talked to death seems to be the sure fate of the bankruptcy measure in case the Pooling bill shall not displace it. There appears to be little hope of the Pooling bill ever reaching the final stage, for a number of Senators capable of unlimited speech, and willing to indulge therein, are ready to antagonize it, and at this late day they easily could send the Pooling bill to an untimely end.

It is immaterial whether the Agricultural or the Indian bill shall come up next. Changes in both of them will be demanded by the Republicans. At the last session the Republicans, against the opposition of the Democrats, voted a million-dollar appropriation for the extermination of the Russian thistle as an amendment to the Agricultural bill. The amendment was stricken out in conference. Now the bill carries an amendment reported by the committee, appropriating the same amount for the extermination of the gypsy moth, which will be fought by the Republicans. In addition to this there have been put in the bill some new and objectionable paragraphs that must be expunged before the bill can pass the Senate.

The consideration of the Indian bill probably will be preceded by that of a bill providing for the reorganization of the courts in the Indian Territory. If this shall not be done in a separate measure, an amendment will be put upon the bill embodying the reorganization scheme. The committee prefers that this matter shall come before the Senate as an independent proposition. The reorganization is the outgrowth of the Dawes Commission and the personal investigation made by a sub-committee of the Committee on Indian Affairs. Mr. Platt, a leading member of the committee and its Chairman under the Republican organization, insists that the bill shall pass before the Indian Appropriation bill shall become a law. In this he is supported by a number of Democrats who recognize the great need for the legislation suggested.

The Indian bill proper will be productive of a long debate, inasmuch as it has been amended largely by the Senate committee. Republican members of the Indian Committee do not hesitate to say that the bill has been loaded with a great deal of objectionable "stuff" that must be cast out. Mr. Platt will lead the debate on this measure. A scrutiny of this bill shows that the Appropriations Committee has placed upon it a large number of amendments.

Meanwhile, the Republicans having all their Senators now present, and they, together with the Populists, making the majority, Mr. Allen will take the first opportunity that shall present itself this week to call up his resolution providing for the appointment of a committee to investigate the Alabama elections, and Mr. Call, if he shall be able to amend his lottery resolutions so as to make them acceptable to the Republicans, will follow suit. There is a good chance of the Republicans assisting in the passage of both these resolutions, and thus setting two investigating committees at work. In any event, they will be useful in consuming time and preventing the discussion of other measures to which the Republicans are opposed.

"A strictly business air will characterize the actions of the managers of the House from this time forward to the end of the session. Immense pressure is being brought to bear upon the Committee on Rules for orders for the consideration of this and that measure, which their advocates deem to be of importance, but members of the committee said yesterday that until the appropriation bills shall be out of the way no arrangements would be made for the consideration of special bills.

The programme outlined for this week contemplates the passage of the Legislative, Executive, and Judicial Appropriation bills before adjournment on Monday. The session of the House to-morrow will begin at 11:30 o'clock, and that is likely to be the rule from this time forward. By unanimous consent Tuesday has been set apart for the consideration of measures affecting the interests of the District of Columbia.

The Naval Appropriation bill, which has been on the calendar for two weeks, will be called up on Wednesday, and the debate on some of its provisions probably will exhaust the remainder of the week. The provisions for the new ships are sure to meet the determined, if not aggressive, opposition of several of the Democratic leaders interested in keeping the total of appropriations by this Congress down to the lowest possible figure. But the declarations of Mr. Wilson, Chairman of the Committee on Ways and Means, supplemented by those of President Cle

THE WEI-HAI-WEI FIGHT

Details of the Many Assaults by the Japanese Fleet.

SOME OF THE FORTS TAKEN USELESS

China Still Has Fortifications on the Island of Liu-Kung-Tao—Europe Must Step to the Front.

LONDON, Feb. 10.—The Central News correspondent at Pekin telegraphs that the Chinese Government is consulting with the foreign diplomatists concerning the new powers to be exercised by the peace envoys to Japan. The Central News correspondent in Tokio has these details of the recent fighting at Wei-Hai-Wei:

"On the night of Jan. 30 the Japanese torpedo fleet entered the bay at Wei-Hai-Wei, but the Japanese in the western forts, supposing that the boats were from the Chinese squadron, opened a heavy fire, and compelled them to withdraw. Jan. 31 was raw and blustering. Toward evening it snowed heavily. The war ships, their guns, and the torpedo boats were coated with ice five inches thick, and were at too great a disadvantage to venture an attack. The second attempt upon the Chinese was deferred, therefore, until the night of Feb. 2, when an advance of the torpedo boats was ordered.

The Chinese were on the watch, however, and scouts discovered the Japanese in time to give general warning. The torpedo fleet was forced to withdraw without even approaching the Chinese squadron. Feb. 3 was passed in preparations for another attack. On the night of Feb. 4 the Chinese were less vigilant than formerly. The Japanese torpedo boat Ming-Ling stole in upon the Chinese fleet, and, while entirely unobserved, launched two torpedoes at the Ting-Yuen. The big iron-clad began to go down almost immediately after being struck. The Ming-Ling lost eight men in getting away.

Fifteen other torpedo boats took part in the attack, and two of them broke their propellers on rocks or floating obstructions. On the night of the 5th one Japanese torpedo boat approached the Chinese fleet, and launched seven torpedoes, sinking two war ships and a gunboat.

The correspondent in Tokio says that the Chinese still hold forts on the island of Liu-Kung-Tao. On the 6th the Japanese made an unsuccessful attack upon the uncaptured forts. On the 7th the cruisers and gunboats aided the attacking Japanese troops with hot cannonade, but the main forts remained in the enemy's hands.

Of the forts captured by the Japanese at Wei-Hai-Wei the western group is useless, but the eastern group is in fine condition and is armed throughout with excellent guns, which are of great use to the Japanese marines.

The Berlin correspondent of The Morning Post says that the Chinese envoys who arrived at Marseilles last week have no mission to the European powers, and will make no effort to secure final European intervention. The envoys may appeal to Russia, however, as they will go to St. Petersburg, ostensibly for the purpose of conveying their Emperor's congratulations to Czar Nicholas.

A dispatch from St. Petersburg says The Novoe Vremja uses this language in a leader on The Times's recent prediction of European intervention in the East:

"It is a warning to Japan that China's destinies will be settled by the great European powers. Corea and Manchuria in particular must remain outside Japan's aspirations."

The Times's correspondent in Pekin telegraphs that full powers to negotiate have been conferred upon the Chinese envoys in Japan with a view to renewing the attempts to secure peace. From Wei-Hai-Wei The Times has this dispatch, dated Feb. 4:

"Sixteen Chinese warships and twelve torpedo boats are in the harbor and cannot escape. Some have attempted to put to shore to attempt to land their crews and let them escape, but the Japanese troops drove them off. Gen. Otera and a Japanese war correspondent were killed. The Japanese troops are in good health and under strict discipline."

TURKISH RESERVES CALLED OUT

The Queen's Speech on Armenia Suppressed in Constantinople.

LONDON, Feb. 10.—The Daily Graphic has this dispatch from Constantinople:

"The Queen's speech, with its allusions to Armenia, and Lord Rosebery's references to the same subject have made a deep impression at the palace. The local papers have been forbidden to allude to the matter, and only part of the Queen's speech has been printed here. The diplomatists believe that a conference of the signatory powers of the Berlin treaty, to discuss reforms in Armenia, will be eventually necessary."

The Daily News's correspondent in Constantinople says:

"An order has been issued calling out a considerable number of reserves. Various rumors as to this step are in circulation. One is that Russia has massed troops on the frontier; another, that the cause is trouble in Monastir and Macedonia. Influential Turks express anxiety as to the effect of this partial mobilization. Orders have been issued throughout the empire that neither foreigners nor natives shall leave the towns in which they live, or, if away, shall return to them without special permits from Constantinople."

The Daily Telegraph has this dispatch under the date of Moosh, Feb. 10:

"The Commission of Inquiry already has examined several witnesses. Great efforts have been made by Turks to bribe witnesses, generally without success. One important witness, Simon Ward, was obliged to disguise himself. It is rumored in Moosh and Bitlis that the famous Armenian popular leader, Hadji Vallost, has been condemned to death, and will shortly be executed."

The Standard's Constantinople correspondent says:

"There is no question of giving Armenian autonomy, but the diplomatists aim at securing the Sultan's pledge not to oppose the selection of men of integrity as Mussulman Governors and Christian sub-Governors, as well as the reform of the ordinary tribunals."

COLD AND SNOW IN EUROPE.

Mail Trains Blockaded by the Storm in Ireland.

LONDON, Feb. 10.—The extreme cold continues throughout the United Kingdom. Isolated cases of skaters' drowning were reported to-day. Many churches caught fire this morning from overheated flues, but none was destroyed.

DUBLIN, Feb. 10.—An unprecedented snowstorm has blocked traffic throughout the South of Ireland to-day. The American mail, which left Dublin this morning, has been unable to get beyond Charleville. The Cork trains for Dublin are fast in the snow near Butte-Vaut, fifteen miles from here. The snow falls so rapidly as to prevent clearing the tracks.

GLASGOW, Feb. 10.—The Anchor Line steamer Anchoria, Capt. Young, which left New-York on Jan. 26 and was due here last Tuesday, came up the Clyde this morning. She is undamaged. Her Captain reports that she experienced strong northwest gales the first two days of her voyage and a northeast hurricane afterward. With the hurricane came blinding snow and sleet. On the 4th and 5th she stopped and put out her anchor and sixty fathoms of chain to hold her head to the wind.

DWELLINGS FOR AUSTRIAN POOR

How Franz Joseph Will Celebrate His Imperial Jubilee.

LONDON, Feb. 10.—The Standard's correspondent in Vienna says:

"Emperor Franz Joseph desires to celebrate his imperial jubilee by an act benefiting the workingmen of Vienna, and consequently he has approved the scheme of applying 250,000 florins, the proceeds from the sale of lands formerly covered with fortifications, toward a fund for artisans' dwellings. Many industrial associations and councils, including the Vienna Corporation, will join in bringing the fund up to several millions. The districts chosen for the dwellings are the three poorest suburbs of Vienna. The first colony will be opened on Dec. 2, 1898, when the Emperor will have reigned fifty years."

READY TO INVADE GUATEMALA.

A Forward Movement into the Disputed Territory Planned by Mexico.

CITY OF MEXICO, Feb. 10.—Telegrams received here yesterday by the Commissary Department, ask for transportation from the frontier for supplies for 5,000 men, and announce a forward movement by that number of men into the disputed territory. This body of men has been encamped at San Cristoval, Mexico, for three weeks, ready to jump across the border.

Guatemala has a strong guard in the disputed strip, and a fight seems sure. In official circles here it is said that no forward movement has been ordered.

GERMAN ANARCHIST ARRESTED.

A Meeting in Berlin Dispersed When It Became Violent.

BERLIN, Feb. 10.—The Anarchists met this evening in Deigimueller Hall. Comrade Schlaechter, a joiner, closed a fiery speech with a general denunciation of the Social Democrats and their pacific policy, and the declaration that there was no such thing as changing present conditions peacefully. "You must prepare to fight!" he shouted.

The next moment he was arrested, and the meeting was dissolved.

ITALY'S EARTHQUAKE SUFFERERS

A Part of Their Property Tax Remitted by the Government.

ROME, Feb. 10.—The Cabinet decided this evening to remit part of the property tax to persons suffering losses from the recent earthquakes in Southern Italy and Northern Sicily. At the opening of the new Parliament the Government will bring forward a bill to relieve the people in the afflicted districts.

KILLED IN THE NETHERLAND'S ELEVATOR

Carl Hall, an Employe of the Hotel, Crushed to Death.

Carl Hall, a colored boy employed at the Hotel Netherland, was killed in an elevator accident in the hotel yesterday morning.

With two other boys, Hall entered the servants' elevator, intending to go to the upper part of the building. Hugh Esburn, the boy in charge, started the elevator, when Hall suddenly seized the door and attempted to jump out. He was caught and crushed between the floor of the elevator and the ceiling of the basement.

Hall was unconscious when taken out, and a physician was summoned. The boy was dead when he arrived.

Hall was nineteen years old. He had been employed at the hotel irregularly for several months.

THE OBITUARY RECORD.

Edward Dunscomb.

Edward Dunscomb died Friday at Nashville, Tenn. Mr. Dunscomb was born in Bermuda, in 1804, and spent his boyhood there, and in Georgia, where his father owned a large plantation. He entered Columbia College, and was a classmate of Hamilton Fish. On leaving college he established himself as a commission merchant, and for many years was one of the most prominent merchants in this city, having his office in Broad Street. The first locomotive consigned to this country—the "Stourbridge Lion," built in England for the Delaware and Hudson Canal Company—came to him on May 17, 1829.

Mr. Dunscomb withdrew from business about 1849, went abroad with his family, and was gone for several years. His wife, who was a Miss Seon of Bermuda, died while they were staying at Nuremburg, and her grave is next to that of Albert Durer. He married again in 1858, and his widow survives.

Mr. Dunscomb never returned to New-York, but finally settled at Nashville, Tenn., where he lived a quiet life. He was a man of great force of character. He made up his mind very early that to hold negroes in slavery was an unrighteous thing, and the day he became of age he manumitted 100 on his Georgia plantation. Preceding and during the civil war he was a stanch Unionist, and was at all times outspoken in his beliefs on this subject. He was a most scholarly man, and his knowledge of the Spanish people and literature was so thorough, that Secretary Fish strongly urged him to come out of his retirement and be appointed Minister to Spain. He declined to have his name suggested. Latterly the infirmities of great age rendered him very helpless. He was a man of imposing presence, and, when with those he liked, of fascinating conversational powers. He left six children by his first marriage—Mrs. Harris Colt and Mrs. Joseph Darling of this city; Mrs. Joseph Ibbotson of Richfield Springs, N. Y.; Edward Dunscomb of Glenwood Springs, Col.; John G. Dunscomb of Brooklyn, N. Y., and Daniel Dunscomb of Toledo, Ohio.

Eugene Lafelle Maxwell.

Eugene Lafelle Maxwell died suddenly of apoplexy at his home, 100 Eighth Avenue, Brooklyn, Saturday midnight. He was a son of the late John Maxwell and a brother of J. Rogers Maxwell, President of the Central Railroad of New-Jersey, and Henry W. Maxwell of Maxwell & Graves, bankers. He was born in Brooklyn forty-four years ago, and was educated at the Polytechnic Institute in that city. He was first a member of the firm of Henry S. Manning & Co., but for fourteen years had been a member of the railway machinists' supply firm of Manning, Maxwell & Moore.

He was President of the Pond Manufacturing Tool Company of Plainfield, N. J., President of the Aschoft Manufacturing Company of Bridgeport, Conn., and Vice President of the Shaw Electrical Crane Company of Michigan.

He was a member of the Hamilton Club, the Atlantic Yacht Club, and Treasurer of the Brooklyn Riding and Driving Club, and belonged also to the Rembrandt, Lawyers', and Engineers' Clubs of this city.

He was a Republican, and an active member of the Young Republican Club of that city.

Mr. Maxwell leaves a wife and two daughters. He was a member of the Second Unitarian Church. The funeral will take place from his late home on Tuesday afternoon.

OBITUARY NOTES.

—Leonard H. Eaton, President and Superintendent of the Western Pennsylvania Humane Society, died yesterday at his home in Allegheny City. He was seventy-six years of age, and was a native of Groton, N. H. He had been, for eighteen years, President of the Humane Society. He was for three years President of the American Humane Association.

—J. Charles Smith, a prominent druggist of Baltimore, and brother of Robert H. Smith, late Republican candidate for Congress in the Fourth Maryland District, died suddenly Saturday.

—George W. Hallock, President of Hallock's Bank of Bath, N. Y., died yesterday, aged seventy-five.

YESTERDAY'S FIRES.

(From 12 o'clock Saturday night to 12 o'clock Sunday night.)

12:05 A. M.—72 Christopher Street; occupied by Philip Goerlitz; damage, $200.
12:33 A. M.—332 Cherry Street; Harris Stokes; damage, $100.
6 A. M.—512 East Eighty-fourth Street; damage, $50.
7 A. M.—125 Wooster Street; slight damage.
9:45 A. M.—113 Ridge Street; owner, Samuel Harris, 109 Ludlow Street; damage, $8,000.
10:45 A. M.—871 Fifth Avenue; E. L. Barber; damage, $1,000.
12:06 P. M.—270 Rivington Street; damage, $50.
12:20 P. M.—332 East Ninth Street; Max Hertreiter; damage, $400.
1:20 P. M.—75 Roosevelt Street; Annie Cook; damage, $75.
1:40 P. M.—1,052 Third Avenue; Gilbert estate; damage trifling.
1:55 P. M.—111 West Forty-ninth Street; G. A. Anderson; damage, $25.
5:30 P. M.—265 Seventh Street; Emanuel Friend; damage, $50.
6:10 P. M.—145 East Sixteenth Street; Annie Harris; damage, $200.
6:15 P. M.—265 West Thirty-eighth Street; George Brook; damage, $800.
6:45 P. M.—71 Monroe Street; damage trifling.
8:45 P. M.—1,611 Second Avenue; Cornelius Breen; damage, $10.
9:10 P. M.—429 Sixth Street; Otto Resch; damage, $400.

Died at His Friend's House.

Henry Faltermann, sixty-three years old, of 402 East Seventy-sixth Street, died suddenly yesterday, while visiting his friend, H. Cordes, at 1,500 First Avenue. Heart disease was said to be the cause.

EXILED FROM HONOLULU

Continued from Page 1.

able to communicate with our representatives. It was the evident intention of the villains to hustle us off and shove us on board the steamer just as she was leaving so we could not communicate with anybody.

"When the British Commissioner appeared he interviewed Johnston. I asked him if he would kindly send the American Minister to see me. He did so. In a short time Consul Mills appeared, followed immediately by Minister Willis. I stated all the circumstances and protested against being 'Shanghaied' on board the steamer. He said he would do everything in his power for me, and for the first time asked me if I had anything to do in any way with the so-called revolution. He asked me as a friend in whom he might confide. I told him I was absolutely ignorant of anything connected with it, either directly or indirectly. I had never heard of it until Monday, knew none of the men connected with it, and had never even seen them.

"He asked me if any charges had been preferred against me, and I told him that I did not even know why I was arrested. He went out for a few minutes, and on his return said: 'Mr. Cranston, the Marshal tells me they preferred charges against you and that the proof was conclusive.' I said it was an infamous lie. I had never even seen anybody connected with the Government until that morning, and no charge had ever been made against me, and I was absolutely unaware of the cause of my arrest. He asked Consul Mills to place that in writing. He wrote it in shorthand and read it to me. I signed it, and Mr. Willis swore me as to the truth. He said he would make every endeavor in my behalf.

"The guards accompanied us for quite a distance, and were taken off by a pilot boat. Now, I was arrested, unlawfully detained, and forcibly placed on a steamer without charges of any kind. My business was locked up for a month. Freight was on the wharf for me when I left. In fact, my whole business is ruined. They had broken open my trunk and abstracted papers. What is gone I don't know, as nothing was there but my private letter so some of them must be stolen. All the money given to Muller and myself was what he happened to have in our pockets when I arrested. Muller having about $4, myself about $14. As for clothing, we had only what we had on when we were arrested.

"We are all placing ourselves in the hands of our respective countries, looking for justice and the establishment of our rights. We consider that we have been unjustly wronged, and as we are the first of many who were arrested to be in a position to place the injustice that has been done to us before the United States, we will try and fight for the liberty of those, like ourselves, who have been cruelly imprisoned.

"Minister Willis was informed of the attempts that had been made by two men, one a Government official and the other a merchant, to manufacture testimony against various people by telling some native prisoners what to testify to under penalty of severe punishment. When some of the natives refused to perjure themselves, they were placed in solitary confinement. Mr. Willis was also told of the attempts which it was known had been made to produce false testimony, as the present Hawaiian Government has countless spies employed, who when they can find no evidence against any one, manufacture lies to suit themselves. These facts are well known, Mr. Willis himself stating that he was aware of the calibre of spies the Government had in its service. It was also reported that on the trial of V. V. Ashford a witness had testified to having seen him in various places, supposed to be meeting points for royalists, but, on cross-examination, admitted that part of his testimony was false. Upon being questioned why he had so testified, the witness replied that he had been told how to testify by Government officials. This testimony was ruled out, so it is presumed it was suppressed by the Government organs."

Story of a British Subject.

James B. Johnston, who claims to be a British subject, and who arrived here on the Warrimoo, says:

"I was in the service of the Government right up to the moment I was arrested on Monday afternoon. I had made arrangements with another Scotchman to take up arms for the Government, and he went home to notify his wife of our decision. An hour later we would both have been at the seat of war, but before my friend had time to return, a message from the Marshal reached me saying that he wanted to see me. I hurried down to the station fully expecting to be sent to the front, but with several others I was marched under a strong armed guard and was thrown into Oahu Prison. Among my fellow-prisoners were a Prince of the royal house, an ex-Judge of the Supreme Court, three ex-Attorney Generals, one ex-Postmaster General, three newspaper editors, two ex-Captains of Police, a Colonel of volunteers, together with many prominent professional and business men. Two prominent Canadians were among the crowd, and V. V. and C. W. Ashford. The former was a Colonel of volunteers and the latter was Attorney General under Kalakua.

"Two men were placed in each cell. My cell mate was Frederick Windeberg, ex-Postmaster General. He is of English descent and the proud possessor of an old sword which his grandfather carried in the battle of Waterloo. For twenty hours a day we were confined in our cells, and we could communicate with no one.

"We were allowed no newspapers. Even our foreign mail was taken from the Post Office, opened, and read. We were kept ignorant of the cause of our arrest. Martial law was in force after actual hostilities had ceased. The rebel leaders were being tried by court-martial composed of military men, not one of whom knew how correctly to draw a sword from its scabbard. Colonels and Captains were made to order on all on that court. Whiting, the President, and Kinney, the Judge Advocate, never wore a sword before it was buckled on them in the court-martial room. The cowards who fled before a handful of rebels at Diamond Head dismissed the prisoners before them without the formality of a trial. The Government newspaper made the same demands. A petition was extensively signed by the soldiers, demanding the immediate execution of the royalist leaders. Marshal Hatch said: 'I'll be d—d if there will ever be a single man in prison,' which meant that he would shoot us all. Three months ago the Marshal said to me: 'If ever the royalists revolt, every white sympathizer with royalty will be shot down without mercy. Armed or unarmed, they will be shot down.'

"We were therefore in a very critical position. The Government was in the hands of a mob. Foreign Ministers were powerless, as there were no war ships in the harbor to back them up or to protect us. Every night we expected an indiscriminate slaughter. At last the Philadelphia arrived, and everybody felt more secure. The trials proceeded, but were grossly one sided. The Government lawyers would not defend the prisoners, and all royalist lawyers were in jail. The prisoners therefore were completely at the mercy of their enemies and Marshal Hitchcock's spies, who are the most competent men in the world when it comes to swearing away lives of innocent men.

"At the trial of V. V. Ashford, several natives, who had been taken prisoners during the hostilities, testified strongly against him. They swore that they had seen Ashford at secret meetings of the royalists. On the cross-examination, Paul Neuman, who defended Ashford, asked: 'Why do you come here to testify against Mr. Ashford?' The reply was: 'We were kept in our cells on bread and water, and were told that we would be shot if we did not stack so and so,' and that this be recorded to the everlasting shame of the missionary Government of Honolulu.

"The findings and the proceedings of the court-martial had not been approved or disapproved by the President when I left Honolulu. On last Saturday morning the door of my cell was opened and I was ordered out. A strong guard of native police, armed to the teeth, waited for me, and I was sure I was going up for trial. I was marched along with two others through the public streets to the police station, and I was not allowed to speak to any one. In a short time I was led out of the station and was ordered to get into a hack which was waiting. 'Where are you taking me?' I demanded of the Captain of Police. 'On board the Warrimoo,' he replied. The truth flashed upon me that I was being deported. I had been imprisoned, never brought to trial, and no charges of any kind had been preferred against me. I protested. Protestations, however, were useless. I asked permission to go to the bank and draw my account and to my lodgings for clothing and property. I was significantly told that the Warrimoo could carry me without these things. I demanded to see my wife, but was later. The reply was an order to the hackman to 'drive on.'

"Cranston and Muller also demanded to see their Consuls, and this was refused. It was evidently the intention of the Government to rush us on board the Warrimoo just at the moment of sailing, and thus prevent our deportation becoming known to our respective Consuls, but a happy accident nipped the scheme. On the way to the wharf I espied the British Minister in a hack and signaled him. In a moment he grasped the situation, wheeled his hack around, and galloped after us. He was at the steamer as soon as we were. The heads of the Police Department, Mr. Smith and Mr. Hitchcock, were also there. Minister Hawes remonstrated in my behalf. They claimed they had a right under martial law to deport me without trial. Cranston had a long conversation with United States Minister Willis, as also had Muller with the German Consul.

"Willis was more vigorous in his protest than Hawes. Mr. Hawes had been told by the Attorney General that the Government had damning evidence against me. I denied the possibility of the existence of such evidence. Mr. Hawes seemed perplexed. He is a new Commissioner. All he could do, however, was to protest against the deportation. Minister Willis did the same. These protests will be forwarded from Honolulu to the home Governments by the first steamer.

"Cranston and Muller have an extensive hay and feed establishment in Honolulu. They were arrested at their office, imprisoned, and deported without being able to settle up their business affairs. They were not even allowed to get their clothing.

"What will become of the distinguished American and British subjects who were left behind in the jail? They cannot hope for a fair trial. Are they to be persecuted and imprisoned and have their property confiscated for political opinions? Will England and America stand idly by while the best and bravest men in Honolulu are being persecuted and ruined for no other reason than that they entertained other opinions on annexation than those alleged to be entertained by the Government?"

Muller's testimony is to the same effect. Johnston will land at Vancouver and remain there for the present, but Cranston and Muller assert that they will not leave the ship, but will return to Honolulu.

Trials of the Rebel Prisoners.

The Advertiser of Jan. 31 pointedly animadverted upon the impropriety of foreign representatives interfering with local political affairs, and by their interposition embarrassing the action of the new Government. Within a few days much resentment has been expressed about some interference of this nature which has recently come to light. It is positively asserted that early in the recent outbreak United States Minister Willis and British Commissioner Hawes joined in requesting President Dole to reprieve the British and Americans under sentence of death until such a time as their respective Governments could be communicated with and instructions received as to the course of action they should pursue. President Dole has not yet replied to this request, and it is not positive that the capital sentences will be carried out. The heated outcry for such executions, which prevailed here at first, has subsided.

The trial of the ex-Queen is likely to take place the following week. The charges and specifications were served upon her on the 31st inst. The most important part of the evidence against her will be from her own diary, found at Washington Palace after her arrest. The chief witnesses against her will be Sam Nowlein, one of her private secretary, Kaal. It is believed that she will plead guilty, but that notwithstanding a full trial of her case will be held. There is no doubt that the Executive will extend to the ex-Queen the utmost clemency consistent with the public safety.

The trial of V. V. Ashford lasted during parts of four days. Nowlein testified to having arranged with Ashford for that part of the proposed attack on the 3d which was to be made from the fish market. Davis testified to having consulted Ashford about getting and landing the arms on the day he went to sea to meet the schooner.

Kaal testified to his copying and the Queen's signing, on the 28th of December, a commission for V. V. Ashford as Associate Justice of the Supreme Court.

Several witnesses testified to Nowlein's repeated interviews with Ashford. A vigorous defense was made for the accused. Both himself and his brother testified that the interviews with Nowlein related to various items of legal business, especially as to advice what to do in case of a search warrant coming to Washington Palace.

V. V. Ashford testified that he was attorney for Davis in various claims made against him. He testified that he knew nothing about the arms or the proposed movement. He had advised Davis to keep clear of any movement conducted by natives, as it would fail. Nowlein had said to him that if the natives rose they would rise as one. Arms were not necessary; they could accomplish the undertaking with clubs. He had told Nowlein that there was no possible chance of the restoration of the monarchy, and that the Queen's sun had set, but she refused the terms of Minister Willis. He was surprised to learn that such a foolhardy attempt had been made to restore the monarchy, and said that he had been in ill health for some months, and in no condition to take part in the movement.

On the first day of February the court proceeded with the trial of twenty-two natives. The decisions and sentences of the court will probably be pronounced after the conclusion of the ex-Queen's trial.

THURSTON MAKES A STATEMENT.

The Hawaiian Minister in Defense of the New Republic.

WASHINGTON, Feb. 10.—Lorin A. Thurston, Hawaiian Minister to the United States, has made the following statement respecting the reported sentencing to death of several leaders in the late revolt in Hawaii, including several Americans and Englishmen, and the probability of such sentences being carried out, information of which was sent to Congress Friday by President Cleveland:

"I have received no direct communication concerning the sentences, nor do I know precisely what action will be taken; but from my intimate acquaintance with all of the Hawaiian authorities and their characters and methods, I can state positively that all trials will be open and fair; that the accused will be allowed the assistance of counsel of their own choosing, who will be allowed the fullest right of cross-examination and of defense; that there will be no convictions which are not based upon the clearest evidence, and that the authorities will be as lenient in the infliction of punishment as is consistent with their duty to protect the community from further outbreak, with possibly far more bloodshed than attended the recent outbreak.

"If there is any particular policy in which the Hawaiian Government has erred during the past two years, it has been in being too lenient with those who have continuously schemed to overthrow it, first by strategic diplomacy, and then by force. From its inception, the Government has exhibited a leniency toward its enemies that is unparalleled in history. This extreme leniency has been a feature of the administration of President Dole, which has caused criticism from many of his strongest supporters. I will state a few facts in substantiation of what I say:

"The penalty for treason, from the foundation to the overthrow of the monarchy, was death and confiscation of all property. On the 20th of January, 1893, three days after its creation, the provisional Government passed an act providing an alternative penalty for treason of fine and imprisonment and otherwise mitigating the harshness of the former law. Was there ever known before a Government scarce seated in power, in the midst of enemies, involved in all the multitudinous details attendant upon a reconstruction of the entire system of Government, devoting its first moments to mitigating the penalties which might be visited upon its enemies if they undertook to overthrow it?

"Again, although the revolution of 1893 was caused by the attempt of the Queen to abrogate the Constitution and disfranchise nearly every person connected with the new Government, she has since been treated with the utmost consideration by that Government. She has been allowed to occupy her comfortable residence in Honolulu, within a block of the Executive Building, in peace and without molestation, although she has unceasingly, publicly and privately, plotted therein for the overthrow of the Government, and, finally, made it an arsenal in which were discovered last month forty rifles, twenty-two dynamite bombs, and pistols, swords, and ammunition in quantity.

"Again, although Liliuokalani had no legal claim for compensation, the Annexation Commission, in the interest of harmoney and to avoid even the appearance of harshness, secured the insertion in the proposed annexation treaty of a clause giving her an annual pension of $20,000, and until she began to openly work for the overthrow of the Government the salary which she had received as Queen continued to be paid to her by the provisional Government and until Princess Kaiulani came to Washington to work for restoration she also continued to receive her former allowance.

"The ex-Queen has twice applied to the Government for protection against the supporters of the Government, whom she feared might do her harm, one of the times being while she was in the act of negotiating with Mr. Willis for her restoration and the overthrow of the provisional Government. Upon both occasions a squad of police was detailed to guard her from harm for as long a period as she desired them.

"The Government has at all times been willing, in the interest of peace, recognizing no obligation to do so, to grant the ex-Queen an annual allowance on the one condition that she abandon her claims to the throne and agree to keep the peace.

"Her only response to all this treatment has been the beheading proposition made to Mr. Willis and a continuous plotting to overthrow the Government, culminating in the insurrection last month.

"Has any other Government, great or small, ever treated a deposed sovereign with such long-continued patience, forbearance, and courtesy? Charles II. was decapitated on less provocation. The universally-respected Emperor of Brazil, whose only fault was that he was an Emperor, was hustled out of Brazil the day after the overthrow of the empire, and died in exile.

The great republic of France considers it essential to her safety to-day to keep in exile the Bourbon and Napoleonic claimants to the throne of France.

Liberality of the Government.

"In another direction the Hawaiian Government has shown unprecedented moderation. In times of revolution, of excitement and transition all Governments, including that of the United States, have assumed as an incident of sovereignty and as a proper means of preserving the peace, the right to exercise more or less control over the press and the right of public meeting. In this era of peace in the United States the police of Chicago and New-York do not hesitate to interfere with and break up Anarchist meetings. The Washington police last Spring arrested the Coxeyites for trying to hold a meeting and peaceably present a petition to remedy alleged grievances. The police of Brooklyn last week prevented by force the holding of a mass meeting of workingmen in a public square. The Governments of France, England, and Germany exercise freely and to a much greater extent the same power.

"The Provisional Government and the Republic of Hawaii have neither suppressed nor attempted to control a single newspaper in Hawaii, and have not prevented the holding of a single public meeting in Honolulu. The Royalists have been allowed, and have repeatedly availed themselves of the privilege, to assemble unmolested in the public square in front of the Executive Building in Honolulu, and unrestrictedly to pass such resolutions as they chose condemnatory of the Government; protesting against annexation; against the Constitution and the republic, and declaring in favor of the restoration of the monarchy. The Royalist press, from the religious monthly of the Established Church of England to anonymous circulars, have been allowed, unchecked, to advocate the restoration of the monarchy, and to pour out a flood of abuse upon the republic and its supporters with a violence of invective and indecent scurrility unequaled even by the anarchistic press in its late campaign against the President of France.

"One of the serious features of the situation in Hawaii is that a number of leading insurrectionists are what may be called 'professional revolutionists.' The rank and file are ignorant dupes. Among the leaders take, for example, Wilcox, the military leader in the last insurrection. He was educated for seven years in Italy, returning in 1887. In 1888 he entered into a conspiracy with Liliuokalani, Nowlein, one of the leaders now under arrest, and others, to overthrow the King in favor of Liliuokalani, which conspiracy nearly succeeded. The plot being discovered, he was not prosecuted on condition that he left the country, which he did.

"In 1889 he returned, and again conspired with Liliuokalani to overthrow the King. Then, as now, Liliuokalani's residence was the rendezvous of the insurrectionists and the arsenal where the arms were stored. The insurrectionists armed themselves at the palace, marching thence, took possession of the palace. Eight were killed. Wilcox and about 100 others were captured. One white man was convicted of treason by a jury of foreigners and sentenced to death, which sentence was commuted to a year's imprisonment and banishment. Wilcox and all the natives were acquitted by a native jury.

"In 1891 Liliuokalani was again plotting with Wilcox to overthrow her brother, the King, when the latter relieved her of the necessity of so doing by dying and leaving her his successor. In the Spring of 1892 Wilcox entered into a conspiracy with V. V. Ashford, another of those now under arrest, and others who are now rampant royalists, to overthrow Liliuokalani, establish a republic, and seek annexation to the United States. They were caught redhanded. Ashford fled the country. Wilcox was committed for trial by jury on ample evidence of his complicity, but the Government nolle prossed the case, knowing the improbability of getting a conviction before a native jury. Since then Wilcox has in turn been a bitter opponent and vilifier of the Queen; supported her in the attempt to abrogate the Constitution in January, 1893; joined the annexationists, becoming a Vice President of one of the annexation clubs, and now bobs up once more as a patriotic defender of royalty.

"This is a fair sample of the material of which the leaders and organizers of the late insurrection are composed. Most of them are foreigners. Scarce any of them own any property in the country. They are men who have everything to gain and nothing to lose by insurrection and disturbance. They are of the class and character which furnished the Communist in Paris and the Anarchist rioters of Chicago.

"What is the Government of Hawaii to do? There have been already during its short existence two domestic conspiracies to overthrow it by force. Is the Government to condone every offense that can be committed against a Government, and, upon capturing insurrectionists refuse the act of shooting down its citizens, allow them to again go free to repeat the operation at the first convenient opportunity?

"If I recollect correctly, the authorities of Chicago condemned and executed sentence upon not only the men who threw the bombs at the police, but those who, by writing in the press and by public speeches, had incited the violence. They did so in pursuance of the solemn duty imposed upon every Government of punishing violence as to prevent its recurrence. The originators were rightfully held equally responsible with the executors of the plan.

President Dole's Problem.

"No one thought of charging the Government of Chicago with inaugurating a South American system of reprisal and revenge. On the contrary, the whole civilized world applauded their action. The Hawaiian Government and the people at Honolulu are to-day in a position of far greater difficulty and danger than ever was the Government of Chicago. The latter had a homogeneous population trained in republican principles, and the whole military force of the United States at its back, while the Government of Hawaii is surrounded by a preponderance of population ignorant of the first principles of Anglo-Saxon liberty, accustomed to and satisfied with the absolute Government of China and Japan and Polynesia. Amid this hostile environment, amid opposition, treachery, and revolution at home, and the depressing effects of continuously hostile influences from abroad, President Dole and his associates are, to the best of their limited powers, and with all the wisdom with which God has endowed them, maintaining the outer breastworks of civilization in the Pacific, with a reserve consisting of a handful of men—the merchants, doctors, lawyers, bankers, clerks, school teachers, and mechanics of Honolulu—who, when the occasion requires, and it requires it only too often, loyally and recklessly close their places of business, leave their families, take their rifles, and go out to protect the community from the assaults of the freebooters of Hawaii, who alternately masquerade as royalists and advocates of a republic, as the occasion suits.

"If ever the vigilance of the Government should be insufficient, and the rabble of the adventurers and veneered savages in control of the late insurrection should get control in Honolulu, the results would be such as to pass the name of Honolulu into history as a synonym for blood.

"The problem that has been forced upon President Dole, and which he and his advisers are now forced, unaided and in the presence of hostile influences, to solve, is one which would prove a puzzle to greater men. The problem is not how to achieve revenge. It is how to prevent Hawaii from gravitating into chronic revolution; how to eliminate the standing menace to peace which hangs and will continue to hang like a black cloud over Hawaii until the smugglers, the beach combers, and the soldiers of fortune who infest Honolulu shall be taught that they cannot with impunity plot, murder, arouse the passions of race hatred, and turn death and destruction loose upon the homes of Honolulu; how to preserve and perpetuate Hawaii as the paradise, and prevent it from becoming the hell of the Pacific.

"How the Government of the republic will solve the problem I do not know. The gospel of forgiveness and forbearance has been practiced, with apparently no successful result. The men with whom the Government has now to deal have no comprehension of liberality, of forbearance, of generosity. They construe liberty to mean license, mistake patience for cowardice, and mercy for weakness.

"Whether in the execution of the trust confided to President Dole and his advisers they may deem that the future peace and safety of Hawaii and its people require the death of one or more of those who were willing to sow death broadcast with rifles and dynamite I do not know. I hope not. But this I do know, that whatever measures are taken, the white men who organized the late insurrection and furnished the arms which they had therefor, but who had the adroitness to keep out of sight when there was fighting to be done, will be held to an equal degree of responsibility with their native companions, who had at least the manliness and courage to attempt to carry out their ill-conceived plan.

"This further I know, that Abraham Lincoln did not possess a more patient, loving, kindly disposition than does Sanford B. Dole; and that there does not exist in the United States to-day a more generous-spirited, peace-loving, forgiving, and unrevengeful community than that residing in Honolulu and furnishing the leaders of the present Government. Whatever action is taken by President Dole or the Government will be taken with a solemn sense of the duty which they owe to civilization and the men, women, and children whose lives and interests they are bound to protect, and with a view to achieve such protection with the least severity of which the conditions will admit. God forgive those who would impute a sanguinary lust for blood to as brave, generous, disinterested, liberty-loving, and true a band of patriots as ever honored Christian civilization, or add to their already heavy burdens or increase the difficulties of their already difficult task."

ORDINATION OF TWO MINISTERS

Service Conducted by Bishop Potter in the Church of the Epiphany.

At the Church of the Epiphany, Lexington Avenue and Thirty-fifth Street, Bishop Potter, yesterday morning, administered the rite of ordination to the Rev. John Tunis, minister in charge of the church during the past year, and the Rev. John Mitchel Page of St. John's Church, Boston Highlands. A large congregation was present at the service.

Among the ministers present were the Rev. Mr. Baldwin, the Bishop's Chaplain; the Rev. George A. Pratt of St. Michael's; the Rev. Dr. Sill of St. Chrysostom's Chapel, the Rev. Mr. Hepburn, and the Rev. Mr. Jeffreys.

The sermon was preached by Archdeacon Tiffany, who selected his text from St. Paul's Second Epistle to the Corinthians, i., 24: "Not that we have dominion over your faith, but are helpers of your joy." In the course of his remarks he said:

"St. Paul certainly referred to those who claimed to be called to fill offices in the Church by the direct appointment of the great Master. The bond between him and his comrades was a bond of mutual love and faith. Faith was the common support of all—it is ours as well as his.

"The next called attention rather to the end than to the means by which they were ordained. The faith which made Christ's present real was a power in our lives, and a real love in our hearts.

"Absolution meant simply forgiveness, which could be given by God only. Some Churches claimed that God's forgiveness was not direct to the soul, but was only conveyed through the priest. There must be reconciliation with God before there could be communion with Him."

DIED.

BURCHARD.—Suddenly, of pneumonia, on Friday, Feb. 8, Gurdon Burchard, in the 83d year of his age.

Funeral services at the Pres Ministers House, Perth Amboy, N. J., on Monday, 11th inst., at 2:20 P. M., or on arrival of 1:30 train from Liberty St., N. Y. Interment at Bridgeport, Conn.

BYRD.—On Friday, Feb. 8, Hannah Pettigrew, widow of the late George J. Byrd, in her 80th year.

Funeral service at the residence of her daughter, Mrs. J. M. Cook, No. 1,069 Madison Av., on Monday, Feb. 11, at 10:30 A. M. Kindly omit flowers.

CALL

RECORDS OF THE BOWLERS

Teams Spurred to Their Best as the Tournaments Near an End.

INTERCLUBS' BAD THIRTEENTH ROUND

Oxford Bowlers Still in the Lead—Bank for Savings Ahead in Bank Clerks' Tourney—A Tie in Harlem Series.

Now that several of the bowling tournaments in this city and across the big bridge are nearing an end, the teams are bowling as if their lives depended on the final results. Every game is likely to prove an important factor, and even the weak teams try to make a good showing in the closing games.

The rolling in the Brooklyn Interclub League was very poor the last week, and many of the clubs are happy that the unlucky thirteenth round is passed. The Oxford bowlers retain a winning lead, in spite of the advantage the Hanover Club gained by its two victories Tuesday night last. Montauk is third, while Lincoln occupies fourth place. In the thirteenth round Montauk did the best work, rolling up the remarkable total of 949 and having an average of 865. Oxford is second, with an average of 815.

Capt. F. W. Fulle of the National Bank of the Republic, who injured himself in delivering a ball last Wednesday night, is still under the doctor's care, and will be unable to compete in any more games this season. In the Bank Clerks' League the Bank for Savings still leads, but is being pushed hard by the champion Citizens', which is a good second. National Park, American Exchange National, and Bank of the Manhattan Company are tied for third place, with eight victories and four defeats each. The clubs competing in the Harlem Republican Club League have changed about considerably during the last week. Winsor, No. 1, by winning two games Thursday night, is now on even terms with the Lotus team for first place. New-York, No. 1, and New-York, No. 2, are tied for second place. The Clique team is now at the tail end.

As C. G. Bacon & Co. failed to put in an appearance at the Drug Trade Bowling Association games Saturday, Parke, Davis & Co. and Seabury & Johnson each won a game by default. The Parke, Davis & Co. lead, with the next four teams well up.

The records are as follows:

INTERCLUB LEAGUE.

Club.	W.	L.	Sc.	Club.	W.	L.	Sc.
Oxford	21	5	924	Union League.	12	14	887
Hanover	18	8	879	Columbia	11	15	873
Montauk	16	10	949	Midwood	8	18	849
Lincoln	15	11	929	Knickerbocker	8	18	828
Carleton	14	12	929	Aurora Grata.	7	19	888

THIRTEENTH ROUND.

Club.	First Game.	Second Game.	Total Pins.	Average.
Montauk	821	949	1,730	865
Oxford	839	801	1,631	815
Columbia	673	794	1,467	733
Carleton	827	768	1,595	797
Hanover	814	845	1,659	829
Aurora Grata	801	700	1,501	750
Midwood	761	1,568	784	
Union League	733	728	1,461	730
Knickerbocker	756	786	1,542	771
Lincoln	801	727	1,528	765

BANK CLERKS' LEAGUE.

Club.	Won.	Lost.	Score.
Bank for Savings	8	2	859
Citizens' Savings Bank	9	3	795
National Park Bank	8	4	835
American Exchange Nat. Bank	8	4	809
Bank of Manhattan Company	8	4	785
Chase National Bank	6	4	842
Bank of America	6	4	776
Union Square Bank	7	5	875
First National Bank	7	5	773
Mount Morris Bank	5	7	809
Mechanics' National Bank	4	6	778
Western National Bank	3	7	735
Merchants' National Bank	3	9	700
Fourth National Bank	3	8	723
Bank of Republic	0	12	774

HARLEM REPUBLICAN CLUB TOURNAMENT

Club.	W.	L.	Sc.	Club.	W.	L.	Sc.
Winsor I.	6	2	929	Lincoln I.	3	3	896
Lotus	6	2	924	Grip	3	3	835
New-York I.	4	2	938	Puritan	3	5	860
New-York II.	4	2	921	Harlem	3	5	844
Phoenix I.	5	3	924	Lincoln II.	3	7	904
Standard	6	4	917	Phoenix II.	3	7	830
Winsor II.	5	5	896	Clique	2	6	821
Bachelor	4	4	854				

WHOLESALE DRUG TRADE BOWLING ASSOCIATION.

Club.	Won.	Lost.	Score.
Parke, Davis & Co.	13	3	765
Whithall, Tatum & Co.	12	4	793
Dodge & Olcott	11	5	820
Lanman & Kemp	11	5	768
Bruen, Ritchey & Co.	10	6	780
Merck & Co.	9	7	828
India Rubber Comb Company	8	8	843
Colgate & Co.	8	8	741
Seabury & Johnson	6	10	694
Powers & Weightman	5	11	714
R. W. Robinson & Son	3	13	724
G. C. Bacon & Co.	0	16	636

BROOKLYN NATIONAL TOURNAMENT.

Club.	W.	L.	Sc.	Club.	W.	L.	Sc.
Fearless	11	3	872	Monroe	7	9	891
Echo	11	3	881	South Paw	6	10	894
Ivanhoe	11	5	888	Evergreen	5	11	817
Osceola	11	5	851	Pelham	5	11	844
Salamander	10	6	880	Pioga	5	9	903
Adelphi	10	4	878	Harmony	4	10	856
Pin Knight	10	6	878	Clover	4	10	831
Prospect	9	5	918	Clermont	4	10	800
Reinecke	9	7	870	Herkimer	4	10	883
Orchard	9	7	841	Flatbush	3	12	879
Waverley	8	6	872				

PROSPECT HALL TOURNAMENT.

Club.	W.	L.	Sc.	Club.	W.	L.	Sc.
Aus. Nichols.	14	2	854	Salamander	6	8	816
Vigilant	11	5	823	Aurora	8	8	794
Jubilee	10	6	862	Atlantic	5	11	788
Thistle	10	6	842	Atlanta	3	13	792
Regent	8	6	885	Jerome	3	13	781
Windsor	7	7	818				

PETERDORF'S HOUSE TOURNAMENT.

Club.	W.	L.	Sc.	Club.	W.	L.	Sc.
Paradise	5	0	808	Henrietta	2	4	642
Amity	4	2	810	Doctors	1	4	708
Social	4	4	746	Columbus	1	5	746
Tuscarora	3	3	830				

ANNEXED DISTRICT TOURNAMENT.

Club.	W.	L.	Sc.	Club.	W.	L.	Sc.
Melrose	7	1	878	Friday Aft.	5	5	843
Atlantic	8	2	877	Hyperion	5	6	809
Franklin	7	3	880	K. O. S.	4	7	840
S. American	6	3	872	College	2	9	837
Knickerbocker	6	3	998	Friendship	2	9	856
E. Morrisania	6	4	841	Fish Hawk.	0	10	788
Prospect	5	5	911				

MORRIS AND ESSEX LEAGUE.

Club.	W.	L.	Sc.	Club.	W.	L.	Sc.
Riverside A.C.	20	8	890	Orange A.C.	11	13	860
Roseville A.A.	15	9	898	S. Orange F.C.	8	16	885
Montclair	14	10	901	Chatham	8	16	837
Northern R.C.	13	11	844	Orange Y. M. C. A.	6	18	827

INDIVIDUAL AVERAGES.

Name and Club.	Games.	Average.
Cadiz, Riverside A.C.	20	172
Pierson, Riverside A.C.	20	172
Codey, Y. M. C. A., Orange	23	170
Croker, Montclair	22	167
Smith, Riverside A.C.	20	167
Crediater, Roseville A.A.	24	164
Wright, South Orange	24	162
Baldwin, Roseville A.A.	24	160
Lockwood, Montclair	22	160
Van Steenberg, N. Republican	22	159
Irving, Orange A.C.	20	158
Snyder, Montclair	22	157
A. Budd, Chatham	21	157
Smith, South Orange	24	156
Culton, Y. M. C. A., Orange	23	155
Halliday, South Orange	22	155
Bennett, Y. M. C. A., Orange	24	154
Aborn, Orange A.C.	22	153
Berry, Chatham	23	153
Marshall, South Orange	24	151

UNCLE SAM NATIONAL TOURNAMENT.

Club.	W.	L.	Sc.	Club.	W.	L.	Sc.
Orchard	6	0	958	Oriental	4	4	867
Krakehilla	6	2	903	Gotham	4	4	856
Manhattan	6	2	871	Spartan	4	4	856
Rosedale	5	2	948	Bleecker	4	5	870
Fidelia	4	2	911	Palmetto	1	5	850
Empire	4	2	881	Aurania	1	7	783
Golden Rod	4	2	874	Jumbo	0	6	814
Cyclone	4	2	869				

EASTERN DISTRICT TOURNAMENT.

Club.	W.	L.	Sc.	Club.	W.	L.	Sc.
Apollo	9	1	909	Mystic	5	6	857
Linden G.	10	2	938	Equal	4	6	890
Unknown	6	4	887	Woodbine	4	8	921
Bushwick	6	4	847	Belvidere	4	8	856
Star	6	4	939	Atlas	3	8	820
O. & W.	6	4	847	Clio	3	7	846
Monarch	5	5	946	Mutual	2	8	803
Evergreen	5	5	896				

CODY'S SUB. TOURNAMENT.

Club.	W.	L.	Sc.	Club.	W.	L.	Sc.
Central	4	0	904	Vigilant	3	3	855
Madison	3	1	841	L. Lyceum	3	3	778
Excelsior	3	1	868	Bedford	2	4	826
Universal	4	2	841	Union	2	4	857
Aurora	4	2	890	Hippicanute	4	5	856
Park	5	3	816	Columbia	3	5	793
Lenox	3	3	839	Atlantic	2	4	863

YALE'S ATHLETIC CANDIDATES.

Expect that Last Year's Record Will Be at Least Equaled.

NEW-HAVEN, Conn., Feb. 10.—As a result of the call for candidates for the university track athletic team during the last week twenty-one men have responded from the upper classes. Among those who appeared were the following:

Sprinters—H. Chubb, '95, S.; F. P. Latimer, '97; S. K. Gerard, '97; I. N. Jordan, '95; R. F. Ely, '97; R. W. Burnett, Jr., '97; G. C. Hollister, '96; I. S. Jackson, '95, S.; L. B. Lampman, '96; D. A. Hill, '95, S.; H. A. Fields, '95, S.

120-Yard Hurdle Race.—P. Van Ingen, '97; G. B. Hatch, '96; E. H. Cady, '95, S.; F. Brookfield, '97; T. J. McCahill, L. S.; G. H. Myers, '98; E. C. Perkins, '98.

Mile Run.—C. F. Neergaard, '97; N. A. Smyth, '97; J. L. Ewell, Jr., '97; S. Tyler, '95; W. Churchill, '97; W. S. Gales, '98; W. Valentine, '97, S.

Pole Vault.—C. T. Van Winkle, '97, S.

Mile Walk.—O. L. Simpson, '97, S.; L. P. Hoole, '96.

880-Yard Run.—N. P. Hench, '98.

Jump.—R. C. Merwin, '97, S.

The material Yale can draw from this year for track and field athletics include the following, who are now in college: One hundred and 200 yard dashes, Richards, Pond, Gillette, Burnett, Wade, and Bennett; 440-yard dash, Pond, Chubb, Jordan, and Gerard; half-mile run, Woodhull and Lapham; mile run, Morgan, Wadhams, Brainerd, and Scoville; two-mile bicycle race, Allen, Hill, Peck, Hedrich, and Parmelee; high jump, Sheldon, Cady, and Thompson; broad jump, Sheldon and Mitchell; pole vault, Thomas, Kershaw, Allen, and Brett; putting the shot, Capt. Hickok, Brown, and Coit; hammer throw, Hickok, Chadwick, and Cross; mile walk, Thrall. A number of the old team will not be on hand this year. Among the latter are Eaton, Lyman, and Hart in the hurdles, Allison and Bunnell in the mile walk, Rice in the pole vault, Sanford in the quarter mile, Glenny in the bicycle, and Wheeler in the half-mile runs.

It is expected that Yale this year will be stronger in the 120 and 220 yard events, for all the men who took part in these contests are in college. Where the most need will be felt is in the half-mile and the mile walk. It is the belief of many on the campus who closely follow athletics that Woodhull, although he is in college, will not train this year. He won first place last year in the half-mile in the Yale-Harvard games. It is the conviction among Yale men, in view of so many of last year's team being in college, that the Yale colors will be found in the foreground this year, and that the fine record of a year ago will be equaled if not surpassed.

Handsome banners have been presented to the members and the substitutes of the university eleven by the Football Association. The banners are of blue silk, two and one-half by three and one-half feet in size, with a border of gold fringe. They are mounted on varnished poles seven feet in length, at the top of which is a gilt eagle. The wording on one side is, "Yale University Football Association, 1894—Springfield, Nov. 24, Yale, 12; Harvard, 4. New-York, Dec. 1, Yale, 24; Princeton, 0." Below this is given the name of the player and his position. The reverse side contains the names of the men who played in the Harvard or Princeton game. They are: F. A. Hinkey, '95, (Captain;) A. M. Beard, '95; J. A. McCrea, '95, S.; F. T. Stillman, '95, S.; W. O. Hickok, '95, S.; F. T. Murphy, '97; L. K. Hinkey, '97; G. T. Adee, '96; S. B. Thorne, '96; A. N. Jerrems, '96, S.; F. S. Butterworth, '95; C. Chadwick, '97; L. M. Bass, '97; R. Armstrong, '95, S.; H. W. Letton, '97, S.

Not a veteran of the various athletic teams of last year who is trying for a place in the Yale boat or on the baseball nine or the track athletic team will do any heavy work for weeks yet. The men will simple indulge in light practice to keep themselves in a supple condition. The new men will all do considerably more than that required of the veterans. Heretofore Yale has obliged her candidates for the baseball nine to get down to very vigorous training early in January, and the men were kept at it until the season of ball playing began in earnest and they were ready to cross bats with their old enemies, the Harvard and Princeton teams. Right after Washington's Birthday the freshmen candidates for the baseball nine will be called together and put to practice in the gymnasium. The men of last year's team will not go to work until the season will permit of their practicing on the Yale field. There is to be no professional coach this year. This is one of the novelties of the general change in the training regulations that goes into effect at Yale this season.

The raw material for Yale will be handled by Capt. Rustin and Carter, the wonderful twirler of the Yale team of '94. Clarkson of Boston, who has coached Yale for years, will go to Harvard this season. Yale objects to any suspicion of professionalism about her athletics. Hence the decision not to have a professional baseball coach. The work of coaching, aside from what will be done by Rustin and Carter, will be looked after by some of the famous old baseball stars of former Yale teams.

When the freshmen are started to work, they will be divided into two squads—men for the battery positions and men for field positions. Carter will take the former in charge, and Rustin the latter. It is the expectation of Capt. Rustin to have all the candidates for the 'Varsity team in practice by March 10. This will give the players about three weeks' practice before the Easter vacation tour of the Yale nine to the South. The Spring recess begins April 10, and very likely the next day the Yale nine will meet the Brooklyn team. The schedule for that Eastern trip is being prepared. It will include games with the Baltimores, the Georgetown University, the University of Virginia nine, and games with some of the other Southern colleges. Yale did not cover herself with glory on her trip last year to meet the Southern teams. Having so many veterans this season to start with, Capt. Rustin and the college look for a big improvement over the record of 1894.

There are only two men of last year's team who are not in college this season. These are Capt. Case, the smart short stop of the championship team of 1894, and Chubb, who played third base. Carter will be in the box this year, and undoubtedly John Greenway will be behind the bat. These are regarded as a great pair of players, and some of the enthusiastic Yale men say they can't be surpassed by any two on any college team in the country. They ought to be better this year than they were last because of the experience they have had. Trudeau will be the substitute pitcher. There may be others, but that fact cannot be definitely determined until after the first round-up of candidates, when possibly a freshman may come to the front. Trudeau's playing last year was very creditable. One of the promising men for the team this year was the younger Greenway, both as a pitcher and as an all-round man, but he left college last Christmas. There isn't a substitute catcher of the 1894 team in college. It is generally understood that in the make-up of the team Stephenson will play on first base and Murphy at second. Reddington of the Law School, a member of the team a year ago, is the leading candidate for third base. Quimby, who tried for short last season, is an available man. He played good ball last year for a youngster. Capt. Rustin will play at right field, Speer at left, and very likely Keator, who was one of the crack substitutes of 1894, at centre.

There is yet great uncertainty about whether the freshmen will be allowed to have a ball nine this year. The freshman class behaved very badly at the junior promenade concert a few weeks ago, and the Faculty has under consideration the question of depriving them of a ball team this year as a punishment for their conduct at the concert. And it is the talk of the campus that the Faculty may prohibit the freshmen in other athletics this year on account of their doings at that concert.

ROWING AT CORNELL.

Forty-eight Men Are Now Training for the 'Varsity Crew.

ITHACA, N. Y., Feb. 10.—The determination of the Cornell rowing authorities to send a crew to England acted as a powerful stimulus in bringing out men to train for the 'Varsity eight. Coach Courtney says that he has more and better material from which to select a crew than ever before. The strictest rules in regard to training and the standing of the men in their university work will be enforced, so that there will be no danger of having men dropped from the university on account of deficiency in work after they have won a seat in the boat.

At present the great difficulty comes from lack of facilities. The men are drilled in running and other gymnastic exercise and on the rowing machines. At present there are not enough machines to accommodate all who wish to practice. It is probable that another set will be ordered, but some time must elapse before they will arrive. There are now 125 candidates for the different crews taking daily practice. Forty-eight of these are training for the 'Varsity, and every man of the forty-eight is working hard for the privilege of going to Henley next Summer.

Of the men who have rowed on previous Cornell crews, either 'Varsity or freshman, the following are now in training: Shape, '95, (Captain;) Hager, '95; Freeborn, '95; Freeborn, '97; Dyer, '96; Hamilton, '96; Spillman, '97; Matthews, '96; Chriswell, '97; Slade, '96; Crawford, '97. Besides these there are many new men who are showing up well, and it is possible that '98 may produce some oarsmen who will obtain seats in the 'Varsity boat.

Ex-Capt. Tom Hall, who has rowed on Cornell crews for four years, is still in the university taking graduate work, but he will not row this year. He will probably aid Courtney in the coaching later in the season.

Present indications are that the freshman crew will this year be made up of heavy men. Some of the best of Cornell's freshman crews, notably the one which in 1890 defeated Yale at New-London and the one which in 1893 established a world's record for freshman eights, were made up of light men. Last year, however, '97 turned out a heavy crew, and the present freshman class promises to do likewise. The ten men who now constitute the first freshman squad, with their weights, are as follows: Savage, 158; Fuller, 155; Moore, 167; Sanford, 155; Johnson, 168; Jeffers, 165; Inslee, 153; Rittler, (Captain,) 155; Ammon, 158; Baker, 158. The average weight of the ten is 159 1-5 pounds, and their average age is 20 1-5.

Cornell recently received an invitation from Cambridge to come there for the early part of her training in England, proffering the use of her boat house and offering to aid Cornell in every way. It is not certain whether it will be possible to accept the invitation, but it shows the kind feeling toward Cornell existing in the English universities. Manager and Judge Hughes and Dr. White have received many expressions of goodwill from Englishmen interested in rowing, and have been invited to enter the Cornell eight in several regattas in England and Ireland.

Judge Thomas E. Hughes, the author of "Tom Brown at Oxford," has written as follows to a friend at Cornell apropos of the Henley regatta: "The account which you sent me of the rowing record of your university is certainly a remarkable one, and I am very glad that I seem to have had some share in starting your aquatics on their triumphant career. I cannot say, of course, that I wish you may beat Oxford, as you have all rivals on your own side, but I rejoice to see that you are likely to have a crew at Henley before long, and I promise to wish them well."

The first boat club at Cornell was formed on the occasion of a visit from Judge Hughes, and was called the "Tom Hughes" Boat Club, after the celebrated Englishman who was instrumental in starting Cornell upon her rowing career. As to what races Cornell will be on this side of the Atlantic this season, no definite reply can be given, for none has been arranged as yet. A challenge has been received from Columbia, and there is a strong feeling in Cornell in favor of a triangular 'Varsity race between Columbia, Pennsylvania, and Cornell, providing satisfactory arrangements can be made.

From Philadelphia comes the information that Pennsylvania will put a freshman crew on the water this year, and little doubt that a race will be arranged between the freshman crews of the two institutions.

Lacrosse at Stevens.

The lacrosse team of Stevens Institute has received a challenge from the Crescent Athletic Club of Brooklyn for an indoor game in Brooklyn within the next month, and is hard at work in the gymnasium, with the expectation of giving the Amateur Athletic Union champions a good battle. Manager R. C. Hall is in communication with Harvard, Cornell, Brown, Lehigh, Johns Hopkins, and Toronto, and a fine schedule of games is promised for this Spring. Canadian sticks will be given a trial this year and every effort made to retain their championship. The Institute will not be represented on the baseball field, since the student body is small, and energy is needed for the development of the lacrosse team.

Harvard-Yale Baseball Games.

SPRINGFIELD, Mass., Feb. 10.—The representatives of the Harvard and Yale Baseball Associations held a conference in this city yesterday and fixed the dates for the baseball games between the two universities. The first game will take place at Cambridge Thursday, June 20, and the second game at New-Haven Tuesday, June 25. If a tie results, a third game will be played on June 29, the place to be settled later, but New-York is favored.

HARVARD BEATEN BY "PENNSY"

Crimson Was in the Lead in the Relay Race When Hollister Fell.

BOSTON, Feb. 10.—The sixth annual indoor handicap games of the Boston Athletic Association took place in Mechanics' Hall last night. There was a throng of several thousand spectators. The entries numbered 328 in all, and crack athletes from all parts of New-England and the Middle States took part. Although there were not many records broken, the general average work done was good.

In the one-mile, G. W. Orton, University of Pennsylvania, champion of America, and S. H. Kilpatrick, Union College, ran a dead heat. It was a fine exhibition in running, the men alternating in the lead. They were given similar prizes.

There were twenty-one starters in the mile handicap. Kilpatrick and Orton were both entered for it, but Orton did not start, to the disappointment of many who wished to see the question of superiority settled. It was a good race, but Kilpatrick was beaten by Delaney of Worcester, who started from the ten-yard line with him.

In the running high jump, Stingel, champion of New-England, and Sweeney, champion of the world, were entered. Stingel, with a handicap of 3 inches, made an actual jump of 6 feet 3 inches, and Sweeney also made an actual jump of 6 feet ¾ inch, jumping from scratch. He then tried for a world's record, but failed.

The team race between Harvard and the University of Pennsylvania was the most exciting event of the evening. Harvard had the lead, when Hollister fell twice and lost the race. The spikes came out of one of his shoes.

Results:

One-Mile Run, Handicap—Record, 4:00 4-5.—J. D. Delaney, Worcester, (10 yards,) first; time, 4:38 1-5; G. Newell, Harvard, (70 yards,) second; J. M. Sherry, Worcester, (60 yards,) third.

Running High Jump, Handicap—Record, 6 feet 3 3-8 inches.—P. C. Stingel, Boston A.A., champion of New-England, (3 inches,) first; actual jump, 6 feet 3 inches; S. A. McComber, Brown, (5 inches,) second; actual jump, 5 feet 9½ inches; M. F. Sweeney, world's champion, (scratch,) third, 6 feet ¾ inch.

440-Yard Run, Handicap—Record, 0:47⅘.—W. L. Carlton, Milton Academy, (25 yards,) first; time, 0:54; T. Reynolds, Harvard, (20 yards,) second; G. F. Troy, Brown, (20 yards,) third.

Potato Race.—J. J. Crowley, St. Mary's A.C., first; time, 0:34 1-5; E. St. Clark, Boston A.A., second; T. J. Keane, Boston A.A., third.

40-Yard Dash, Handicap—Record, 0:4 3-5.—M. G. Conterman, Harvard A.A., (6 feet,) first, 0:4 3-5; F. J. O'Brien, Boston College, (8 feet,) second; R. G. Carr, M.I.T., (10 yards,) third.

One-Mile Run, Invitation—Record, 4:17 4-5.—Dead heat between C. H. Kilpatrick, Union College, and G. W. Orton, University of Pennsylvania; time, 4:41 1-5; A. Blake, Harvard, third.

880-Yard Run, Handicap—Record, 1:52 2-5.—W. G. Brown, (40 yards,) first; time, 2:31 1-5; W. H. Allison, Worcester, (10 yards,) second; G. S. Sawyer, Harvard, (35 yards,) third.

Team Race.—Boston beat St. Mary's A.C.; time, 3:27 3-5. Worcester A.C. beat Suffolk A.C.; time, 3:24 1-5. Harvard beat Boston A.A..; time, 3:17 4-5. Massachusetts Institute of Technology beat Brown; time, 3:19 1-5. Twenty-second Regiment, N. G. S. N. Y., forfeited to First Brigade, Massachusetts Volunteer Militia. Amherst beat Dartmouth; time, 3:19. Boston University beat Boston College; time, 3:29 4-5. University of Pennsylvania beat Harvard; time, 3:24 3-5.

Putting 16-Pound Shot, 7-Foot Limit—Record, 47 feet.—K. K. Kubli, Harvard, (8½ feet,) first; C. J. Palma, Jr., Harvard, (4 feet,) second; J. F. Driscoll, Loyola S.C., (scratch,) third.

GOSSIP OF THE CYCLERS

Mr. Thompson's Bill Not Appreciated by Chief Consul Potter.

LEAGUE RACE MEET CONTROVERSY

An Individual Bowling Tournament Furnishing Good Sport for the Members of the Manhattan Club.

The act introduced in the Assembly at Albany on Jan. 10 by Mr. Thompson regulating the use of bicycles and tricycles on the highways, public streets, driveways, and parkways throughout the State has produced a storm of protests from every quarter. Chief Consul Potter is particularly loud in his denunciation of it and says it should never become a law. The act was read once and referred to the Committee on General Laws.

The act reads as follows:

Section 1. No person shall hereafter ride a bicycle or tricycle on any highway, public street, driveway, parkway, or public place within any city or village in the State of New-York at a rate of speed exceeding ten miles an hour, nor shall any person ride such bicycle, tricycle, or similar vehicle on the sidewalks in any of the cities, villages, or towns of the State except, however, that the Mayor of a city, President of an incorporated village, or the majority of the Highway Commissioners of a town may, upon special application, grant permits to any person or persons to ride such bicycle, tricycle, or similar vehicle during a specified time upon specified portions of the public streets and highways of such city, village, or town at any rate of speed, and the officers aforesaid granting such permit may make such reasonable conditions in connection therewith as shall be deemed advisable and proper.

Sec. 2. No person shall ride a bicycle, tricycle, or similar vehicle on any highway, public street, driveway, parkway, or public place within the State without having attached to such bicycle or tricycle an alarm bell suitable for use, which shall, when necessary, be used to warn pedestrians and others using such highways of the approach of such bicycle or tricycle; and no person shall ride such bicycle or tricycle upon the streets of any city or village, or in any public park, after sunset, without having attached thereto a suitable lantern, which shall be kept lighted while such person is riding.

Sec. 3. Any person violating any of the provisions of Sections 1 or 2 of this act shall be punished by a fine not exceeding $25, to be collected in the manner prescribed by law for the recovery of fines and penalties for violation of ordinances of the city, village, or town wherein such violations occurred; and such person shall also be liable for any damages sustained by any other person by reason of such unlawful use of the highways. Proceedings for the collection of the fine imposed by this act shall be commenced within sixty days from the time of the violation of the provisions hereof, except that in case of an arrest by any constable or police officer for violation of the provisions of this act the proceedings shall be commenced forthwith before the nearest magistrate, and shall only be adjourned at the request of the person accused.

Mr. Potter considers it a great injustice to make cyclists carry lanterns when vehicles without them are permitted to be used. "It is almost impossible," he said yesterday, "to locate a team in Prospect Park in the evening unless it carries side lamps. It would be better for all concerned if the wording was so changed as to include bicycles, tricycles, and vehicles."

In the first section of the act, that portion giving the Mayor power to grant permits giving riders the privilege of pedalling at any rate of speed on specified streets, obliterates that part regulating the rate of speed to ten miles an hour or less. The bill is not regarded favorably by a majority of the wheelmen, and its chances of becoming a law are not considered particularly good.

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The battle for the league meet still goes merrily on. The impression that has obtained ground among certain wheelmen that Asbury Park is not acting fairly in its endeavors to secure the meet, because of an alleged agreement with the delegates from that city, is explained in a letter which Chief Consul Robert Gentle of the New-Jersey Division sends to The New-York Times. The letter says:

"At the National Assembly of 1894, the candidates for the meet of that year were Denver, Asbury Park, and Boston. The two former seemed to stand an equally good chance of obtaining the honor, while there was but a remote possibility of Boston being selected. A few hours prior to the vote being taken, a Boston delegate stated to a present ex-Chief Consul that if New-Jersey would agree to support Boston in 1895, she would remain neutral; if not, she would cast her votes in favor of Denver, and also stated that a proposition of like character had been made to Denver.

"At that time Boston held, and knew it, enough votes to assure the election of either of the other two candidates, to which she might give her support. The ex-Chief Consul replied to this proposition that so far as he was personally concerned, he would agree, but that he could not control either his successor in office nor the delegates to the 1895 assembly—a perfectly obvious proposition.

"Boston could not have been misled; she must have known that the then Chief Consul of New-Jersey could not enter into any agreement which would even in honor bind those who were in no wise parties to it, and over whom and whose views, opinions, or wishes he could not, in the nature of things, have any control, and who were to him as to all others, unknown at that time. I mean his successor in office and the delegates to be chosen a year thereafter to the assembly of 1895.

"Indeed, as I have before said, he distinctly stated this to the Boston delegates, but it seems that an impression has been created in the minds of some of the present delegates that because of an agreement made at that time Boston is entitled to the meet this year. I venture to assert that Boston, and Boston alone, is responsible for any such notion.

"Another thing: Boston never made any such claim until a few months ago, and the occurrences on the floor of the Assembly in 1894 show that she did not dare make it then, at a time when it could and would have been refuted. The minutes of that meeting exhibit the fact that immediately upon the vote being announced which gave the '94 meet to Denver, A. R. Parsons addressed the Assembly and gave public notice that Asbury Park was in the field for the meet of 1895. Nearly twenty Massachusetts delegates were present and heard this statement; not one of them uttered a word in protest. Is it at all likely, if New-Jersey had made any such agreement as is now claimed by Boston, she would have sat quietly by?"

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The bowling members of the Manhattan Bicycle Club are having an individual tournament for desirable prizes that is providing good sport these Winter evenings. C. J. Dimick leads those who have finished their schedules, but the games to be rolled should prove important factors in the final result. The present standing of the contestants is as follows:

	Handicap pins.	Games played.	Games to play.	Total pins.	Average.
C. J. Dimick	30	10	0	1,571	157.1
J. Meyer	15	10	0	1,569	156.9
F. H. Gampbell	25	4	6	1,245	155.6
V. F. Pelin	4	10	0	1,548	154.8
C. F. Fraenkle	0	10	0	1,529	152.9
J. Nonnenbacker	13	5	5	757	151.4
C. P. Staubach	8	7	3	1,045	149.2
J. Oatman	20	10	0	1,491	149.1
G. Betts	20	3	7	447	149.0
R. H. Bartsch	0	2	8	295	147.5
H. Ausbuettel	15	2	8	289	144.5
A. Kimmerle	30	10	0	1,439	143.9
R. L. McFarland	0	10	0	1,407	140.7
J. R. Post, Jr.	15	0	10	...	...
G. H. Rockwood	20	0	10	...	...

The Manhattans are looking for a new clubhouse, and when one is secured, it will probably be decided to take in new members. At present the club is a small one, but it is bound to grow with the proper facilities. This coming season it will carry out its usual programme of road races.

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Those three stars of the racing path—Titus, Sanger, and Cabanne—have been attractions par excellence since the cycle show closed. They have participated in the opening of four bicycle stores in different parts of the country, and have been entertained in each place by the leading cycle clubs. The Bridgeport Cycle Club gave a musical and athletic entertainment in their honor recently, at which two knights of the knuckles thumped each other black and blue to show their appreciation of their presence. The Class B diamonds worn by the trio on this occasion aggregated thirty-five carats in weight. The famous riders are now at Chicopee Falls, Mass., with their trainer and manager, "Dave" Shafer, superintending the construction of their racing wheels.

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The Racing Board of the league has prepared some amendments which are likely to meet with much favor at the annual meeting of that organization in this city on the 18th inst. As prepared, they are as follows:

CONSTITUTION.

Article III., Sec. 9. Class A rules—Clause E—strike out all after word "value" in second line.

Class A—Clause G—Strike out all after the word "cycle" in third line, and insert in its place "but racing men in the employ of cycling establishments may be transferred to Class B."

Article VI., Sec. 6. First line, insert after the word "committee" the words "except the Racing Board." Also add new section as follows:

"Sec. 6. The Chairman of the Racing Board shall be elected by the National Assembly at its annual meeting, and shall have the power to appoint his own associates on the board."

BY-LAWS.

Article IV., Sec. 1. New Clause (b)—"It shall apportion the revenue derived from sanction fees as collected by the Racing Board for the payment of a salary to the Chairman of said board and such other legitimate expenses of the entire board as may accrue."

Article IV., Sec. 7. New Clause (b)—"It shall have the power to grant or withhold sanctions for race meetings, and to impose penalties upon race promoters and racing men who may hold race meetings or engage in racing at the same without the official sanction of the board. But no race meeting shall receive official sanction if it is to be held on Sunday, or has upon its schedule any event which is open to woman competitors. The board shall charge a fee for each sanction, but a league club having fifty league members on its roll may, by a vote of the board, receive a sanction without payment of fee."

Article IV., Sec. 7, Clause (e)—After the word "expelled" insert "for professionalism."

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Hereafter it will be an easy matter to collect damages for cycles injured in transportation on the railroads charging a fee for carrying them. George H. Daniels, General Passenger Agent of the New-York Central, says that his road expects to pay for all damages done to wheels on that line. On Jan. 1 the company commenced to charge a tariff of 25 cents. Last year the road carried fully 50,000 bicycles, and during the month of September alone transported 7,000 along its main line. For years the custom has been to carry wheels free, only asking the wheelmen to sign a release of liabilities and damages to the company. It has been found by experience that the release was not worth the paper it was printed on, many

TROTTING TURF TOPICS

Prospects of a Great Pacing Contest at Fleetwood's Meeting.

DEPENDS ON HOW PURSES FILL

If Grand Circuit Events Are Well Supported, Star Side Wheelers Will Be Secured — Salisbury's Training Methods.

It has come to be the fashion of the trotting turf to arrange circuits and make engagements for the horses several months before the active season begins. Formerly the Grand Circuit Stewards did not get together till June to agree upon details of the midsummer carnival, that then had a monopoly of all the speed in the country.

Now the spirit of rivalry that has arisen between certain sections causes everything to be run at high pressure. Those who breed, own, and train the light-harness cracks are scarcely off with the old campaign before they are invited to be on with the new one. Even the placidity of the Grand Circuit has been disturbed since the ambitious Western tracks are bidding so keenly for the best horses.

Feeling the effect of this in 1893, when so many of the big stables turned back from Cleveland and Buffalo, the Stewards of the older series found it advisable to bestir themselves. They called a meeting early in February last year, when the biennial congress of the National Trotting Association was also in session in this city, and for the first time in the history of the Grand Circuit its calendar was made up five months beforehand. This activity had a marked effect, and the opening of purses and stakes by the majority of the members secured a lot of good material that would otherwise have been lured away to the Western-Southern Circuit.

Instead of following up this success with still greater attractions, the more Easterly members of the Grand Circuit have been slow to move this year. Five of the ten weeks occupied by its meetings last season were spent in New-York State, and, naturally, the uncertainty regarding the legislation that might follow the anti-betting amendment has been somewhat of a damper. Even now, the exact dates for any one of the meetings have not been fixed though the tracks at Saginaw, Detroit, and Cleveland have set the example.

It has been supposed all along that Buffalo would arrange a programme to cover two weeks, as has been the custom there for the past two years. Within a few days it has been learned that one week will satisfy C. J. Hamlin at home, now that the profitable pool box is to be tabooed.

The immediate result of this will be that Rochester and New-York can both move up a week and thereby stand a better chance of getting the sensational horses. Everybody in this State seems to be awaiting the outcome of the invitation which Fleetwood Park has had before the managers of the big stables for some six weeks, in the form of good-sized purses to be competed for at the next Grand Circuit meeting in the metropolis. Though entries to these closed on Saturday, it will require a few days grace before all the returns are in. E. S. Hedges, the new Secretary of the Driving Club of New-York, seems quite sanguine of a large subscription to these events, even though the exact date of the meeting has been held in abeyance. If the patronage is sufficiently encouraging, the Fleetwood management will at once set about securing star performers for a race that will be sure to attract the crowd.

The contest is likely to be for pacers, as a larger number of these that are pretty closely matched can be secured than of trotters. Such cracks as Robert J., John R. Gentry, Joe Patchen, Online, Hal Dillard, and Directly would no doubt be available, not to mention Mascot, Saladin, and others that might set a merry pace for a heat or two. The prejudice against the side-wheelers that so long prevailed in this locality has been pretty well broken down, and a meeting of such lightning performers as those named would show New-Yorkers more speed than has ever been witnessed east of Buffalo.

Taking last season as a criterion, the special races for trotters are by no means as brilliant as similar events for pacers. While Robert J. did not lose one of his numerous engagements, he had no light task to hold his own in the free-for-all and afterward to defend the championship against Joe Patchen. On the other hand, Alix was undisputed champion of the open class after she came to her best form, and, as her single encounter with Directum proved, there was not another trotter in training that could approach the new queen. Matters seem to be little better now, though there were a few wiseacres at the close of last season who predicted that Alix would be unable to hold her own against all comers this season. As the sinewy mistress of the sulky has been kept in active service since she was taken to California last December, and stepped a mile in 2:08 over a slow track at Fresno on the 1st of this month, her sway seems as indisputable as ever.

Robert J. has not made so successful a start this year as he did in 1894, and his defeat by Joe Patchen on the same day that Alix made her début for the season shows that the little gelding feels the wear and tear of hard-fought battles on this side of the Rockies. Joe Patchen is built on heavier lines than his great rival, but he must be counted as a marvel of endurance. He began the campaign early last year, and kept it up in Texas, while Robert J. and other stars were having a comparatively idle time in the North, waiting for fine weather. Then he was taken to California, and with little or no respite has been able to lower the colors of his former conqueror.

An important feature of these unseasonable doings is their complete opposition to all orthodox training rules. When Salisbury came over here with a stable in 1890, he had little or no experience in the work of putting a horse in condition and keeping the animal in race form. He was thoroughly in love with the business of conducting a stable, and at once became a most diligent student of everything connected with it. His efforts have been attended with greater success than has fallen to the lot of any other turfman, though, as he expressed it, "I am only a youngster in the business."

Last year he made a bold step by keeping his horses so heavy in flesh that it seemed as if they must lose speed. The method was found suited to Alix and Azote, both of whom had evidently been reduced too much for previous campaigns, and they kept improving to the end of the season. Now this iconoclast among trainers has once more set all precedents at defiance by his plan of giving his charges fast work through the Winter, and he will probably go along without a let-up till it is time for him to make another tour of the Eastern tracks. It is too early to establish the wisdom of this somewhat heroic method, but its success seems probable from the excellent showing which the leading members of the Salisbury string made on their first appearance of the year.

MARINE INTELLIGENCE.

Miniature Almanac—This Day.

			A. M.
Sun rises...5:59	Sun sets...5:30	Moon sets...3:12	

Tides To-day.

	HIGH WATER.		LOW WATER.	
	A. M.	P. M.	A. M.	P. M.
Sandy Hook	8:40	9:06	2:28	2:52
Governors Island	9:00	9:35	2:54	3:27
Hell Gate	10:53	11:28	4:22	4:55

Outgoing Steamships.

TO-DAY, (MONDAY,) FEB. 11.

	Mails Close.	Vessels Sail.
Finance, Colon	9:30 A. M.	12:00 M.
Yemassee, Charleston		3:00 P. M.

TUESDAY, FEB. 12.

Chalmette, New-Orleans	3:00 P. M.

WEDNESDAY, FEB. 13.

Algonquin, Charleston	3:00 P. M.
La Normandie, Havre	2:00 P. M.
New-York, Southampton	8:00 A. M. 11:00 A. M.
Orinoco, Bermuda	12:30 P. M. 3:00 P. M.
Rhyniand, Antwerp	6:00 A. M. 8:00 A. M.
Teutonic, Liverpool	6:00 A. M. 8:00 A. M.
Venezuela, La Guayra	11:00 A. M. 1:00 P. M.
Vigilancia, Havana	1:00 P. M. 3:00 P. M.

THURSDAY, FEB. 14.

Cuvier, La Plata Countries	1:00 P. M.	3:00 P. M.
Santiago, Nassau	1:00 P. M.	3:00 P. M.

Incoming Steamships.

TO-DAY, (MONDAY,) Feb. 11.—Algeria, Gibraltar, Jan. 27; Bolivia, Gibraltar, Jan. 23; Cevic, Liverpool, Feb. 1; Dania, Hamburg, Jan. 25; Francisco, Hull, Jan. 26; Kolpino, Hull, Jan. 26; La Gascogne, Havre, Jan. 26; La Normandie, Havre, Feb. 2; Llandaff City, Swansea, Jan. 22; Lattmbro, Gibraltar, Jan. 28; Maasdam, Rotterdam, Jan. 30; Massasoit, Swansea, Jan 28; Normannia, Genoa, Jan. 31; Principia, Dundee, Jan. 24; Santiago, Nassau, Feb. 2; Seneca, Havana, Jan. 7; State of California, Glasgow, Feb. 1; St. Oswald, Gibraltar, Jan. 23; Taormina, Hamburg, Jan. 25; Valencia, Gibraltar, Jan. 27; Wittekind, Bremen, Jan. 27.

TUESDAY, Feb. 12.—Allianca, Colon, Feb. 4; Ailsa, Kingston, Feb. 7; Argyll, Gibraltar, Jan. 28; Westernland, Antwerp, Feb. 2.

WEDNESDAY, Feb. 13.—City of Washington, Havana, Feb. 9; Imperial Prince, St. Lucia, Feb 5; Mississippi, London, Jan. 31.

THURSDAY, Feb. 14.—Alps, Port au Prince, Feb. 9; Bessel, St. Lucia, Feb. 6; Boston City, Swansea, Feb. 2; Peninsular, Lisbon, Jan. 27.

Arrived—New-York, Sunday, Feb. 10.

SS Umbria, (Br.,) Dutton, from Liverpool Feb. 2, via Queenstown 3, with mdse. and passengers to Vernon H. Brown & Co. Passed Sandy Hook at 10:50 P. M.

SS Irrawaddy, (Br.,) Legg, Surinam, &c., Jan. 22, with mdse. and passengers to G. Christal. Arrived at the Bar at 6 A. M.

SS Rhynland, (Belg.,) Mills, Antwerp Jan. 20, with mdse. and passengers to International Navigation Company. Arrived at the Bar at 7 A. M.

SS Manitoba, (Br.,) Griffiths, London Jan. 26, with mdse. and passengers to New-York Shipping Company. Arrived at the Bar at 2:05 A. M.

SS Knickerbocker, Halsey, New-Orleans, with mdse. and passengers to E. S. Allen.

SS El Monte, Parker, New-Orleans, with mdse. to J. T. Van Sickle.

SS City of Augusta, Daggett, Savannah, mdse. and passengers to R. L. Walker.

SS Guyandotte, Walker, Newport News and West Point, with mdse. and passengers to the Old Dominion Steamship Company.

SS Roanoke, Boaz, Richmond and Norfolk, with mdse. and passengers to the Old Dominion Steamship Company.

SS Yorktown, Dole, Newport News and Norfolk, with mdse. and passengers to the Old Dominion Steamship Company.

WIND.—Sandy Hook, 9:30 P. M.—N. W., moderate breeze, clear.

Sailed.

SS Aurania, for Liverpool; Concho, for Key West and Galveston; Patria, for Hamburg; Exeter City, for Bristol; Panama, for Havana, &c.

Notice to Mariners.

Lawrence Point Ledge Post Light, New-York.—Notice is hereby given by the Light-house Board that the structure from which this light was shown, on the W. side of the westerly entrance to the South Channel of the East River, was carried away by ice on the morning of Feb. 7. The light will be re-established as soon as practicable, of which due notice will be given. This notice affects the "List of Lights and Fog Signals," Atlantic and Gulf Coasts, 1894, Page 54, No. 271, and the "List of Beacons and Buoys," Third Lighthouse District, 1894, Page 58.

Sighted.

SS Dania, from Hamburg and Havre, was sighted south of Fire Island at 7:30 o'clock this evening.

By Cable.

LONDON, Feb. 10.—SS California, (Br.,) Capt. Mitchell, from Naples Feb. 4 for New-York, passed Gibraltar to-day.

SS Berlin, (Br.,) Capt. Lewis, sld. from Southampton for New-York to-day.

SS Mobile, (Br.,) Capt. Layland, from New-York Jan. 26, arr. at London to-day.

Horses, Carriages, &c.

A GRAND SUCCESS!

NOTWITHSTANDING THE BLIZZARD

BUSINESS IS GOOD!

I. H. DAHLMAN'S

Auction, Sale, & Commission Stables,

205, 206, 207, 208, 209, 210, 211, 212, 214, 224, 226 East 24th St., Between 2d and 3d Avs., NEW-YORK.

The public cannot afford to miss the bargains offered.

It does not take the public long to appreciate and take hold of a

GOOD THING.

TO-DAY (MONDAY) I will offer 300 Horses, all fresh consignments, from the following consignors:

H. SHUHLEM, Illinois.—Three carloads draughters, chunks, cart, express, delivery, and general purpose horses.

H. B. CARROLL, Louisiana, Mo.—One carload express, delivery, and general purpose horses; also a number of fancy driving horses.

T. S. SHOTWELL, Illinois.—One carload draughters, chunks, express, and general purpose horses of all descriptions.

JOSEPH McCURDY, Ashley, Ohio.—One carload all kinds; a choice lot.

GEO. TARRIS, Belleville, Ohio.—One carload mixed lot all grades.

W. T. McBURNEY, Sandy Lake, Penn.—Two carloads driving, express, and general purpose horses.

BAKER BROTHERS, Kansas, Ill.—One carload of drivers and general purpose horses.

You will find among the above-named consignments any kind of Horse you may require.

If you have any old, worn-out Horses that cannot do your work in this bad weather, now is the time to replace them with

FRESH, YOUNG, SOUND HORSES AT

SECOND-HAND PRICES.

Don't let this opportunity slip you by.

SPECIAL.

At 1 P. M. I will offer the following trotters:

A handsome bay road horse, 15 3-4 hands high, 5 years old. He is a pleasant, handy driver; can show a 2:40 gait, and a good pole horse.

NUGGET'S DUCK,

standard and registered. A handsome roan trotting mare, 15.3 hands high, by Nugget, 1,398, he by Wedgewood; dam Roan Duck, by Peacock, 1,429. This is a very promising young mare, and has shown quarters in 38 seconds. She is a very handy, pleasant driver, can trot in 2:40; warranted sound and kind.

A black trotting gelding, 16 hands high, 7 years old, a free, handy, pleasant driver, can trot in 2:45; a nice gentleman's road horse; warranted sound and kind.

A bay cob-built saddle horse, 15.2 1-2 hands high, 7 years old, high actor, well trained to saddle; warranted sound.

Also a large number of all grades belonging to private parties. Sale begins at 10 A. M.

I. H. DAHLMAN, AUCTIONEER.

Telephone 325—18th.

Instruction—City Schools.

A BUSINESS EDUCATION. — Bookkeeping, writing, arithmetic, correspondence, spelling, phonography, typewriting, ladies, department; private instruction; day and evening. PAINE'S BUSINESS COLLEGE, 62 Bowery; up town, 107 West 34th St.

LANGUAGES.

THE BERLITZ SCHOOL OF LANGUAGES. Madison Square, (25th St. and Broadway.) Branches in leading American and European cities.

Boarders Wanted.

TIMES UP-TOWN OFFICE, 1,269 Broadway, 32d Street. Open daily from 5 A. M. to 9 P. M.

1.—46th ST., 25 EAST.—Pleasant, sunny, connecting front rooms, with board; parlor dining room; references.

4th AV., 260, NEAR 21st.—Suite of rooms, with bath, private table; open grate fire; reference.

UNEXCEPTIONABLE TABLE BOARD. 16 East 43d St.

Furnished Rooms.

22 GRAMERCY PARK.—Gentlemen only; handsomely-furnished second-floor rooms, en suite or separate; private bath; breakfast.

93d ST., 76 EAST, (ring Davis's bell.)—Two handsomely furnished steam-heated rooms, with bath; corner apartment, single or en suite; gentlemen only.

99 3d AV.—Furnished rooms, with or without out board. Sheridan's bell.

Excursions.

RAYMOND'S VACATION EXCURSIONS

ALL TRAVELING EXPENSES INCLUDED.

MEXICO AND CALIFORNIA.

SPECIAL PULLMAN VESTIBULED TRAINS of Sleeping, Dining, and Composite Library-Observation Cars in February.

Ample time will be devoted to all the leading cities and other places of historic and picturesque interest both in Mexico and California.

The tickets cover every expense of travel both ways, and give the holders entire freedom of movement after arrival in California, and on the return journey if desired.

CALIFORNIA at frequent intervals from December to April.

FLORIDA AND CUBA ..... in January.

SANDWICH ISLANDS in March.

Railroad and Steamship Tickets to all points.

☞ Send for descriptive book, mentioning the particular tour desired.

RAYMOND & WHITCOMB, 31 East 14th St., Lincoln Bldg., Union Sq., New-York.

Winter Resorts.

Thomasville, Ga.,

PINEY WOODS HOTEL.

NOW OPEN.

For circulars, &c., address WILLIAM E. DAVIES, Thomasville, Ga.

Circulars and photographs at office of "THE OUTLOOK," 13 Astor Place, New-York City.

HOTEL BEECHWOOD SUMMIT, N. J.

500 FEET ABOVE THE LEVEL OF THE SEA. Fifty minutes from New-York by Morris and Essex Railroad.

Pure, balmy air, highly recommended for throat trouble. 400 feet of piazza inclosed in glass.

ST. AUGUSTINE, Fla. HOTEL SAN MARCO.

ACCOMMODATIONS FOR 500.

Located in the healthiest and most desirable part of the city. A hotel of the first class in every detail at moderate prices. Send for circulars.

BLANCHARD & HAGAR.

HADDON HALL, ATLANTIC CITY, N. J.

Directly on the Beach.

All conveniences, including hot and cold sea water baths in house, elevator, steam heat, sun parlors, &c. Coach meets all trains.

LEEDS & LIPPINCOTT.

THE CHALFONTE, ATLANTIC CITY, N. J. Directly on the beach. Full ocean view. Sea-water baths in the house. Illustrated Booklet free. E. ROBERTS'S SONS.

LAKEWOOD, N. J.—Parties desiring to find superior cuisine and attendance, with home comforts, also elegantly-furnished rooms, in a select house, can address GREY GABLES, Box 165 Post Office, Lakewood, N. J.

Proposals.

PROPOSALS FOR SUPPLIES FOR THE NEW-York Navy Yard, Jan. 31, 1895.—Sealed proposals indorsed "Proposals for Supplies for the New-York Navy Yard, to be opened Feb. 19, 1895," will be received at the Bureau of Supplies and Accounts, Navy Department, Washington, D. C., until 12 o'clock noon, Feb. 19, 1895, and publicly opened immediately thereafter, to furnish at the New-York Navy Yard a quantity of bolts, nuts, metals, copper, brass tubing, valves, gauges, pipe and pipe fittings, boiler tubes, rivets, nut blanks, steel angles, corrugated furnaces, steel shafts, forgings, castings, plates, billets, pistons, candles, flannel lining, canvas lining, cheese cloth, wadding, linen thread, twills, spool cotton, sewing silk, silk laces, rubber buttons, bone buttons, cap device buttons, cap leathers, cap visors, cotton drill, worsted tape, syrup, evaporated apples, beans, butter, coffee tins, hardware, lumber, and mahogany. The articles must conform to the navy standard and pass the usual naval inspection. Blank proposals will be furnished upon application to the Navy Pay Office, New-York. The attention of manufacturers and dealers is invited. Tie bids, all other things being equal, decided by lot. The department reserves the right to waive defects or to reject any or all bids not considered advantageous to the Government. EDWIN STEWART, Paymaster General, U. S. N.

ARMY BUILDING, WHITEHALL ST., NEW-York City, Feb. 7, 1895.—Sealed proposals, in triplicate, will be received here until 12 o'clock noon, March 2, 1895, and then opened, for supplying about 20,000 gallons of mineral oil, as per specifications and schedule, which will be furnished on application to the undersigned. Preference will be given to articles of domestic production or manufacture, conditions of quality and price (including in the price of foreign production or manufactures the duty thereon) being equal. The Government reserves the right to reject any or all proposals. Envelopes containing proposals should be marked, "Proposals for Mineral Oil," and addressed to JAS. M. MOORE, A. Q. M. Gen'l, U. S. A.

Situations Wanted—Females.

TIMES UP-TOWN OFFICE, 1,269 Broadway, 32d Street. Open daily from 5 A. M. to 9 P. M.

Chambermaids.

CHAMBERMAID and SEAMSTRESS.—By a neat young girl as chambermaid and seamstress, or seamstress alone; exceptionally good references; last employer can be seen. 365 West 52d St.; ring Quinn's bell; no cards answered.

CHAMBERMAID AND LAUNDRESS.—By a girl as chambermaid and laundress; American family; good references. 64 West 101st St., Carroll's bell.

CHAMBERMAID, &c.—By a young girl as first-class chambermaid and waitress; willing and obliging; best city references. Call Monday, at 205 West 57th St., present employer. Mrs. Davis.

CHAMBERMAID.—By respectable young girl as chambermaid and waitress in small family; present employer seen; first-class references. M. D., Box 110, 554 3d Av.

CHAMBERMAID.—By a young woman as thoroughly-competent chambermaid; willing to assist waiting in private family; best city references. 251 West 116th St., care Dowling.

CHAMBERMAID, &c.—By a German Protestant young woman as chambermaid; can assist with waiting and do plain sewing. 883 3d Av., second floor; no office.

CHAMBERMAID.—By a respectable colored girl as chambermaid or second girl; can furnish first-class reference. Maggie Ford, 210 East 97th St.

CHAMBERMAID.—By a young German girl; speaks French and English; good reference from last place. 226 West 33d St.

COOK.—By respectable young woman as excellent cook; in small private family; best city reference. D. A., Box 329 Times, Up Town.

CHAMBERMAID, &c.—By young girl for chamberwork or general housework; best of references. Rosenfeld, 225 East 81st St.

CHAMBERMAID, &c.—By a young Swedish girl as chambermaid and seamstress; first-class city reference. 155 Waverley Place.

CHAMBERMAID.—By young girl as chambermaid and waitress; reference. L. G., 287 East 28th St.

CHAMBERMAID and WAITRESS.—By a competent young girl; best city reference. 317 East 93d St., McCabe's bell.

Cooks.

COOK.—By a reliable woman as first-class cook; long experience in good family cooking; city reference. A. L., 121 West 30th St., Room 8.

COOK.—By girl to cook, wash, iron, or do housework; city reference. Call, Monday, at 659 2d Av.

COOK.—First-class, colored; makes first-class bread and pastry; city or country; good references. 225 West 30th St.

COOK.—By middle-aged Frenchwoman as first-class cook in private family; good references. G. B., Box 326 Times, Up Town.

COOK.—By good, capable Swedish cook in private family; no washing; wages, $25. L. K., Box 883 Times, Up Town.

COOK.—By a first-class French cook; in private family; wages, $40. M. C., Box 390 Times, Up Town.

COOK.—By a colored woman as cook; best city references. S. Matthews, 214 West 29th St.

COOK.—By a Swedish girl; wages, $25; good references. 228 East 32d St. Fischer.

COOK.—By first-class cook; best city reference. 231 East 26th St.

Situations Wanted—Females.

Cooks.

COOK.—By a young woman as first-class cook; private family; understands serving company dinners and luncheons; take charge of marketing; best reference; last employer can be seen. N. T., Box 319 Times, Up Town.

COOK.—Professed, by Englishwoman; takes full charge of dinner and luncheon parties, marketing, &c., kitchenmaid required; recommended by leading families. Mrs. Donly, 282 East 34th St.

COOK.—Protestant; thoroughly competent in all branches; good manager; takes full charge; private family; with kitchenmaid; best city reference. Agnes, 149 West 36th St.

COOK.—A lady going abroad wishes to procure situation for competent German cook. Call, between 11 and 2, at present employer's, 141 West 81st St.

COOK.—By a competent woman as good plain cook and assist with washing; willing; best city personal reference. M. H., Box 271 Times, Up Town.

COOK.—French; with or without kitchenmaid; in private family; is thoroughly reliable; wages, $30; best city reference. L., Box 389 Times, Up Town.

COOK.—First-class; in a private family; understands her business in all branches; city or country; very best reference. 219 West 32d St., rear.

COOK.—By a young woman as cook; understands her business; would do coarse washing; best city references. A. D., Box 884 Times, Up Town.

COOK.—By a first-class French cook, where kitchenmaid is kept; understands her business thoroughly; four years' reference from last place. 158 West 36th St. A. R.

COOK.—French; age, 24; six months in this country; strong and willing; no washing, excepting kitchen towels, &c. Eugenie Ruez, 145 West 31st St.

COOK.—By first-class Vienna cook; husband competent butler; in private family; city or country; best references. Berger, Advertising Agency, 203 East 48th St.

COOK.—By young girl as plain cook; washing and ironing; small private family; best city references. E. Benson, 418 West 53d St., third floor, back.

COOK.—By first-class cook in private family; best city reference; no objections to assist with washing; wages, $20 to $25. 15 East 37th St.

COOK AND LAUNDRESS.—By Protestant young woman as good cook and laundress; city or country. 215 West 18th St., one flight, back.

Day's Work.

DAY'S WORK.—By respectable Protestant woman to go out by the day washing or housecleaning; can do up shirts; best reference. 233 West 60th St., care of Mrs. Smith.

DAY'S WORK.—By a respectable young woman to go out by the day or week; good laundress. 433 West 52d St., two flights, front.

DAY'S WORK.—By a respectable woman, work by the day; is a good laundress. 306 West 41st St., Room 1.

Dressmakers.

DRESSMAKER.—By Parisian dressmaker; competent and reliable; with highest city references; will go out by the day or take work at home; street costumes, tailor suits, fancy wrappers, and negligee made up nicely; art, elegance, and comfort; terms very reasonable. 13 West 60th St., third bell, east side.

DRESSMAKER.—By artistic dressmaker; first-class fitter; accustomed to fine trade; desires more engagements in first-class families; terms moderate; personal reference. E., 254 8th Av.

DRESSMAKER.—Walking and evening reception dresses made reasonably in the latest styles, and misses' dancing gowns; also thorough dressmaker; by day. 1,322 Broadway, second bell.

DRESSMAKER.—First-class dressmaker wishes ladies' and misses' dresses by the day; Spring styles; latest skirts; fancy waists; samples may be seen. Macauley, 163 West 84th St.

DRESSMAKER.—By good dressmaker; thorough family seamstress; $1.25 per day; personal references. Mrs. Staum, 211 West 13th St.

DRESSMAKER.—Twelve years' experience; cuts French system; reduced terms for this month. 72 West 95th St.

DRESSMAKER.—Wishes more engagements in good families; can be well recommended. 202 West 43d St.

DRESSMAKER.—By an experienced dressmaker; out or in by the day. Alice Hall, 1,276 Broadway.

Governesses.

GOVERNESS.—By a young Swiss lady (college graduate) as visiting governess or amanuensis; morning hours; thorough instruction in French, German, English, music, drawing; good reader and writer; highest references. H. B., 71 West 105th St.

GOVERNESS.—By German kindergartnerin; experienced to teach in elementary branches, and having full charge of children; city or country; good references. D. M., Box 386 Times, Up Town.

GOVERNESS.—By North German; middle-aged lady; to one or two children; good disciplinarian; speaks and teaches French; fine needle hand; highest references. H., 1,227 Broadway.

NURSERY GOVERNESS or MAID.—By refined, competent North German, from Hanover; understands kindergarten to children not under three years; or maid to young ladies; best references. C. D., Box 270 Times, Up Town.

Housekeepers.

HOUSEKEEPER.—By Protestant Englishwoman as excellent cook; good needlewoman; willing to take charge of flat; no objection to country. E. G., Box 272 Times, Up Town.

HOUSEKEEPER.—By a visiting housekeeper; can care for one more family; catering, menus, engaging and managing servants, accounts, &c. S. L. P., Room 71, 19 Irving Place.

Kitchenmaids.

KITCHENMAID.—By neat, industrious girl as kitchenmaid; work with chef preferred. Schillinger, 204 East 45th St.

KITCHENMAID.—By young girl as kitchenmaid in private family; best city reference. 234 East 46th St.; ring first bell.

Lady's Maids.

LADY'S MAID.—By a Swiss-French Protestant young woman for grown ladies; willing to help with light chamberwork; capable; good references. Y., 80 8th Av., care of Mrs. Culligan.

LADY'S MAID.—To one or two ladies; thoroughly understands her duties; good dressmaker, hairdresser, packer; best city references. D. W., care of Mrs. Duggan, 1,355 2d Av.

LADY'S MAID.—By North German Protestant; understands dressmaking; good hairdresser; thoroughly competent to fill a first-class place; city reference. 323 West 35th St.; ring twice.

LADY'S MAID.—By a Frenchwoman; first-class maid; would like to go home evenings; first-class city references. L. B., 234 West 50th St.

MAID.—A lady wishes to find a situation with a family going abroad within the next three months for her maid, (French,) whom she can highly recommend as a good hairdresser, dressmaker, packer, and competent in every respect. Apply, Monday or Tuesday, between the hours of 10 and 1 o'clock, at 24 East 58th St.

MAID or SEAMSTRESS.—By a German girl as maid or seamstress; willing to travel; city reference. Apply, between 10 and 12, at 57 West 56th St., present employer's.

MAID and SEAMSTRESS.—Or to assist with light housework; last employer can be seen. Seamstress, 17 West 16th St.

Laundresses.

LAUNDRESS.—By a young woman as first-class laundress in a private family; competent in every respect; best city reference. Address, two days, M. S., Box 331 Times, Up Town.

LAUNDRESS.—By competent young woman as first-class laundress in a private family; has the best city references; wages, $20 to $25. 234 West 31st St., second floor, back.

LAUNDRESS.—By competent young woman as first-class laundress in a private family; has the best city reference; wages, $20 to $25. M. B., Box 273 Times, Up Town.

LAUNDRESS, &c.—By young girl as first-class laundress and assist in chamberwork; willing and obliging; best city references. 222 East 56th St., second floor.

LAUNDRESS.—By first-class laundress and housecleaner; go out from present employer. Call, two days, at 180 West 59th St.

Nurses.

NURSE.—By experienced Scotch Protestant woman as thorough infant's nurse; take full charge from birth; reliable in sickness; best reference. C., Box 269 Times, Up Town.

NURSE.—By an experienced, trustworthy, thoroughly-competent nurse; capable of taking entire charge from birth; highest personal references. 115½ West 32d St., private stable.

NURSE.—By a strong, conscientious, and obliging woman; capable of caring for an invalid; reference. B. G. B., West New-Brighton (S. I.) Post Office.

NURSE, SEAMSTRESS, &c.—By a French girl, 17 years old, as nurse, seamstress, or otherwise useful in private family. Mrs. Lelong, 349 7th Av.

NURSE.—By a young girl, 17 years old, well educated, as nurse or maid to growing children; speaks three languages; good references. F. G., 841 West 30th St.

NURSE to CHILDREN OVER 4.—By a capable, refined Englishwoman; excellent sewer and dressmaker; six years' highest city reference. Experienced, 70 8th Av.

NURSE.—By young girl as nurse for children; can do plain sewing; speaks English and German; present employer. 130 West 64th St.

NURSE.—By young French girl, six months in the country, to take care of children and assist in housework. 409 4th Av., first floor.

NURSE.—By a competent girl as nurse; infant or growing children; excellent reference. M. T. L., Box 266 Times, Up Town.

NURSE.—To an infant, or would take care of growing children; has good city references. 231 East 70th St.; ring Mulvey's bell.

NURSE.—By a French Protestant girl as nurse; seven years' reference. 322 West 56th St.

NURSE.—By experienced nurse; six years' best city reference. Call, Monday, at 5 East 65th St.

NURSEMAID, &c.—By educated and experienced French Protestant as nurse or maid to children over four; out of town preferred; best of references. Apply, Monday, E. S., 341 West 30th St.

Seamstresses.

SEAMSTRESS and DRESSMAKER.—French; wishes few more customers by the day or home; children's dresses specialty; best reference. Mme. Joly, 27 Carmine St.

SEAMSTRESS.—By thoroughly-competent French seamstress and maid; 38 years; willing and obliging; best references; city or country. 242 West 10th St., French bakery.

Waitresses.

WAITRESS.—By German girl as first-class waitress; no objection to doing some chamberwork; best city references. 110 East 41st St., Flanner's bell.

WAITRESS.—By a thorough, competent young woman; understands her duties in every particular; has the best of city references. M., care of Trouve, 206 East 36th St.

WAITRESS.—By a young woman as first-class waitress; will help with chamberwork if required; best reference. 311 East 37th St.

WAITRESS.—A lady going abroad wishes to secure a situation for her competent waitress. Call, between 11 and 2, at 141 West 81st St.

Situations Wanted—Females.

Waitresses.

WAITRESS.—By a girl as waitress or would do chamberwork and plain sewing; private family; good city reference. 758 8th Av., top bell.

Miscellaneous.

A LADY DESIRES TO PLACE A THOROUGHly-competent Frenchwoman; willing to sew, teach children, and make herself generally useful during the day. Apply, Monday, at present employer's, 39 East 68th St.

Situations Wanted—Males.

Butlers.

BUTLER.—By highly recommended butler, with thorough experience; intelligent, perfectly sober, and trustworthy man; neat in his work and obliging; employer with whom he has lived for several years can be seen; disengaged about Feb. 25. Benson, 422 Columbus Av.

BUTLER.—By Frenchman; single; speaks English; age, 32; thoroughly experienced in his duties; private family; care parlor floor; capable, willing, obliging, useful; just disengaged; best long city personal references. Eugene, Box 327 Times, Up Town.

BUTLER.—By Young Englishman as butler in small private family; single-handed or where parlormaid is kept; willing and obliging; best city reference. W. P., Box 332 Times, Up Town.

BUTLER.—By young man as butler in private family; first-class city reference; thoroughly understands care of dining room and silver. 224 East 35th St., second floor.

BUTLER.—By French Swiss; experienced waiter; honest, sober, and obliging; many years in the same place; best city references. Butler, 333 7th Av.

BUTLER—CHAMBERMAID or PARLORMAID. —By Swiss Frenchman and wife in private family; thoroughly competent; best city reference. L. R., Box 391 Times, Up Town.

BUTLER.—By a young Englishman as butler; private family; city or country; knows duties thoroughly; total abstainer; neat appearance; best city references. T. M., 996 6th Av.

BUTLER—COOK.—By Englishman and wife; both thoroughly-trained, efficient servants; unexceptionable city and English references. A. B. C., 49 West 44th St.

BUTLER.—By a first-class French butler; disengaged; leaving on account of breaking up house; well recommended. E. P., Box 393 Times, Up Town.

BUTLER or SECOND MAN.—By Frenchman (aged 27) in private family; understands his work; willing, obliging; good appearance; best reference. Eugene, Box 388 Times, Up Town.

The word "Up-town" in the short ads. refers to The Times's up-town office, No. 1,269 Broadway, (32d St.,) which is open daily from 5 A. M. to 9 P. M.

BUTLER.—By a Frenchman in private family; honest, sober; understands his duties; four years' reference from last place. A. R., Box 392 Times, Up Town.

BUTLER.—By young man as butler in private family; first-class city reference; thoroughly understands care of dining room and silver. 603 2d Av., first floor.

BUTLER.—By young Frenchman in private family; thoroughly experienced in his business; has best city reference. C. A., Box 274 Times, Up Town.

BUTLER.—By single-handed butler or second man; English; age, 28; excellent reference; disengaged Monday, 11th; city or country. H. E., Box 385 Times, Up Town.

BUTLER.—By experienced man; French Swiss; 27; in a private family where parlor maid is kept preferred; long city references; wages, $45. Pagesy, 222 East 52d St.

BUTLER.—Thoroughly experienced; excellent references; willing and obliging; valets neatly, if required; city or country. B. K., 7 Christopher St.

BUTLER.—Experienced; specialty in care of silver and dinner parties; satisfaction given; reference from city families. L. G., 158 West 36th St.

BUTLER.—First-class; good height and appearance; single; two years last place; lady can be seen; will go by the day. Butler, 200 West 53d St., third bell.

BUTLER.—By young Frenchman, well educated, sober, as butler or second hand; in private family; city or country; best references. J. L., Box 387 Times, Up Town.

BUTLER.—By thoroughly-competent man as butler in private family; ten years' first-class reference. Louis, 206 East 36th St.

BUTLER.—English; thoroughly understands his duties; willing and obliging; city or country; good references. J. E. C., 26 West 50th St.

BUTLER and VALET.—Married; wife first-class cook; personal references; age, 30; English. B. and C., 155 East 29th St.

BUTLER.—English; first-class city references; highly recommended by present employer; will be found very useful and obliging. J., 990 6th Av.

BUTLER.—English; in a private family; thoroughly understands his business; best city references. Butler, 217 East 47th St.

BUTLER.—By a young colored man, with best personal city reference, as butler, in a first-class private family. Butler, 251 Columbus Av.

BUTLER.—By first-class French butler; strictly sober, industrious, neat; very best references. J. A., 131 5th Av., present employer's.

BUTLER.—Single-handed; by tall young man; very good references; good valet. Mottet, 209 West 36th St.

BUTLER.—Speaks English, French, and Italian; best city references. D. O., Box 267 Times, Up Town.

BUTLER.—By a Frenchman as butler in private family or flat; best city reference. A. B., Box 268 Times, Up Town.

BUTLER.—By a Swede; age, 32; 12 years' experience in this city; first-class references. B., 137 East 27th St.

Chefs.

CHEF or STEWARD.—By Frenchman cook of experience; strictly respectable and economical; speaks fluent English. M. Ruez, 145 West 31st St.

Coachmen.

COACHMAN and PLAIN GARDENER.—Single; strictly temperate; understands care of fine horses, carriages, and harness; good driver; city or country; can milk, tend furnace; not afraid of hard work; best city and country reference. J. M. C., Box 207 Times.

COACHMAN and GROOM.—By a young man as coachman, thoroughly understands his business in every particular; good, careful driver; no objection to country; best reference as to honesty, sobriety, and capability. P. Clarke, 241 East 42d St.

COACHMAN.—By a first-class man; careful city driver; with highest city reference; sober, honest, competent, and first-class man with horses in every respect; over five years' highest reference from last employer; well acquainted with the city; personal reference. 415 5th Av.

COACHMAN.—In private family; first-class horseman; stylish and careful driver; honest, obliging, and temperate; former and present employers can be seen; city only. John Whalen, 343 West 26th St.

COACHMAN.—Single; first-class; understands horses, harness, carriages; willing and obliging; country preferred; first-class references from last and former employers. B. M., 237 East 28th St.

COACHMAN.—First-class; by reliable man; age 35; married; understands his business in every particular; twelve years' very best reference from last employer, L. H., care of J. B. Brewster & Co., 489 5th Av.

COACHMAN.—Married; thoroughly understands his business; strictly sober; careful driver; long experience; written and personal reference; city or country. P. D., 124 West 50th St.

COACHMAN and GROOM.—By a young man;

TRYING HARD TO THAW

Fast-Rising Mercury Proves the Prophets Were Wrong.

LOW TIDES STILL CAUSE TROUBLE

Transportation Facilities Improved—Postal Service More Regular —Many Ships Caught in the Ice.

All signs failed or the weather prophets were wrong Saturday. Yesterday was breezy but clement and sunny. The temperature, instead of being "stationary," climbed toward the thawing point, reaching 24° in the afternoon. The evening was calm and pleasant, with the thermometer at 20°, an atmosphere that, without wind, deterred few from going out of doors.

There were great strides everywhere toward a normal condition of affairs. While there was perhaps more ice in the bay and rivers than on Saturday, it was broken up, and ferriage, although not as regular as usual, was adequate, both to Long Island and New-Jersey. Apart from an increase in receipts for vehicles, the Brooklyn Bridge service was little different from that of Feb. 3.

The phenomena of the exceedingly low tides remained, but with a change of wind to the southwest or northeast they will be absent.

A vast improvement was noticed in facilities for transportation. All the city lines—elevated, cable, and horse cars—were in excellent condition, and few of the surface cars needed double teams. Regular railroad service was resumed at the New-York Central and Hudson River Railroad's station, the lines east, north, and west being clear. Matters were not so satisfactory at the New-Jersey termini, several lines being partly crippled.

The Postal Service was better than might have been expected, only nine mails being unaccounted for in the early afternoon, while the Aurania sailed with a heavy European mail and the Umbria arrived with one. Shippers may expect full chances of resumption of commerce to-day.

The dairy, milk, meat, vegetable, and fish markets will reflect the beleaguered situation for some time. As to fish, vegetables, and early fruit prices are likely to run high for weeks. The meat market has not been so poorly supplied in fifteen years. Milk was scarce in some quarters yesterday, but full and prompt delivery was promised for to-day. Dairy supplies may continue dear until the end of the Winter.

Much street cleaning that the public will not give credit for was done yesterday, such as cleaning up in the neighborhood of churches and engine houses and the opening of all cross walks and culverts. It became necessary to dump ashes on pierheads and to simply level the snow in tenement house districts. Estimating the snowfall at 5½ inches, about 150,000 tons fell in the streets. A little arithmetic, based on the calculation that there are 1,000 carts available and that each load cannot exceed 400 pounds, will demonstrate the task it would be to remove but one-quarter of the downfall. Still many of the most public thoroughfares were well prepared for business to-day.

MEAT IS BECOMING SCARCE.

Dealers Cannot Get Consignments Through—Vegetable Markets Suffer.

Dealers in live stock and dressed beef expressed considerable concern yesterday about the meat supply. None of them pretended to say that there was any immediate danger of a meat famine, but they were unanimous in saying that the market would be seriously crippled unless the blockades on the railroads leading to New-York were raised in a few days.

Advices received yesterday by New-York dealers from their agents in Buffalo and Chicago were anything but encouraging. They stated that it was next to impossible to get any consignments out of Chicago, and that freight was stalled at Buffalo, with no immediate prospect of being moved out.

But few consignments of live stock have been received since the middle of last week. The consignments that reached New-York in the last two days had been a long time on the way.

The advance in price on dressed beef, it was said, will amount all the way from $1.50 to $3 per 100 since the storm blocked the railroads. There is a corresponding advance in veal, mutton, and pork. The poultry supply is also diminished, and prices have been increased.

Schwarzschild & Sulzberger said yesterday: "Meat has not been so scarce in New-York for fifteen years.

"The cattle which we bought in Chicago Friday, that should have been received here to-day, have not left Chicago yet. Our agents in Chicago have advised us that they may be able to ship the cattle tomorrow, but that everything is uncertain.

"We have also been informed that there are snowstorms now between here and Buffalo. Nearly all shipments of cattle that were sent out from Chicago just before the storm are stalled on the way.

"Our agents in Buffalo have telegraphed us that there is little hope of forwarding our consignments to-day of cattle that are tied up there by the snow.

"The increase in the price of beef has been very marked. The advance, which amounts to between $2 and $3 per 100, however, cannot be attributed entirely to the snow blockade. There has been a shortage in the supply in the Western markets that would necessarily affect prices here. The blockade is largely responsible for the immediate advance. Unless beef begins to come in by Thursday the supply on hand will have run low, and the situation will become really serious."

The Dairy, Milk and Mutton Company received a consignment of live stock yesterday that left Buffalo last Wednesday. "We have two other consignments on the way," a representative or the firm said yesterday, "but it is very uncertain when they will reach New-York. Both our Chicago and Buffalo dispatches that have been received to-day are discouraging and give nothing definite as to when live stock can be moved again."

Other buyers of live stock made similar statements. One firm received a dispatch from Chicago stating that the railroad companies had refused to accept consignments of live stock at present.

It was the opinion of the dealers that there would be further advances in prices before the New-York markets could be replenished, even if there should be no more snow.

The proprietors of some of the large downtown restaurants, who are heavy buyers of provisions of all kinds, said yesterday that they were not meeting with any trouble in obtaining supplies.

Milk was scarce Saturday, and many restaurants, as well as hotels and private families, did not receive nearly what they needed. The supply was larger yesterday, and the restaurants and hotels received their usual consignments.

Owing to the deep snow in the country, however, the supply was by no means normal. The milkmen failed to call on many of their customers, and a great many families had to do without any milk at all. The scarcity was felt most among the poorer people of the lower east and west sides.

Information received from the country by buyers indicated that shipments of milk would be made as usual after to-day.

But very few vegetables are being brought to New-York now from Long Island. The farmers there have been prevented from sending to market by the bad roads and the freezing weather.

As Long Island is an important source of supply for celery, radishes, lettuce, cabbages, and other vegetables, the New-York markets have been somewhat affected. There has been, consequently, some advance in prices.

Loads of produce were beginning to come in from New-Jersey last evening. It was said at the produce store of M. O'Brien & Son that the Long Island vegetables probably would begin to come in to-night, and that, unless there were more storms, vegetables would be plenty again in New-York in a day or two.

Many grocers raised the prices on eggs yesterday morning. Some were charging as high as 50 cents a dozen.

STRUGGLES IN THE BAY.

Many Ships Caught in the Ice Were Dragged Out by Tugs.

The upper bay was still a field of ice yesterday, but, as most of it was broken, the impediments to navigation, especially near the New-York shore, were not so great as they were Saturday.

Dozens of craft, however, had lively struggles in the ice floes, and some were held for hours fast in solid fields.

The Irrawaddy of the Trinidad line, bound in, was caught in the ice off the Union Stores, in Brooklyn, and for three hours she tried in vain to force herself up to her pier. She was coated thickly with ice. Half a dozen tugs were sent to her assistance, and when they had made small pieces of the mass that bound the Irrawaddy, they were able to get her in.

The British steamship Regulus was trying to reach the North Central Pier, in the Atlantic Basin, when she found herself unable to move. She could not even struggle, and tugs had hard work to cut her out. When the Regulus had been cared for, the people of the basin, to prevent further annoyance, kept all the tugs they could get busy until nightfall, breaking up the ice.

The bark Pyranies started out in the early morning, but dragged helpless in the ice off Bay Ridge. Four tugs strained at her for an hour, and, finally, got her into a protected anchorage.

The British ship Frankistan, that had spent three days ice-bound off Liberty Island, was able to move yesterday afternoon by favor of four tugs that dragged her into open water. She is now at anchor in the lee of Constable Hook. In her struggles with ice and waves she lost two anchors and 129 fathoms of cable.

The Cunarder Aurania, while going down the bay in the morning, spent an hour or two getting herself out of an ice jam that a strong northwest wind piled about her near the Southwest Spit. She got herself clear about 8 A. M., and went on her way.

The tug N. B. Starbuck is tied up in a damaged condition at Pier 16 North River. She was coming down the river Saturday night, when, off Pier 18, she struck a waterlogged derelict canalboat. The Starbuck's bows were stove in, and enough water poured into her to keep her pumps busy for several hours.

The Hamburg-American Line steamship Patria, that grounded off the Hook Saturday night when going to sea, and somewhat changed her position during the night, was assisted off, and floated at 8:35 A. M. yesterday by the tugs Carrie A. Ramsay, E. M. Millard, Margaret J. Sanford, Louis Pulver, and C. E. Evarts.

The loud-sounding whistles of the five tugs announced the successful operation. The Patria then went to sea, after clearing the bar and discharging her pilot. She sustained no damage.

The tug Carrie A. Ramsay reports that the schooner Jennie C. May is anchored off the Highlands, and that Capt. St. John wished to be reported. His crew are all frost-bitten, and the schooner is badly iced, and very difficult to manage on this account. She is bound from Baltimore for Boston, with a cargo of coal, and will proceed as soon as the weather is favorable.

CITY SCOWS ARE ICE-BOUND.

Commissioner Waring, However, Is Rapidly Getting Streets Cleaned.

Ice and the northwest wind helped to cripple the Street-Cleaning Department yesterday. Its scows were either loaded and unable to go to sea or empty and frozen in.

Such dumping of snow as there was was not interfered with, as the carts turned their loads into the North and East Rivers at the places heretofore designated.

Through an arrangement with all the departments from which interference might come, ashes were dumped on or near the piers at Coenties Slip, Peck Slip, Market Slip, Canal Street, West Forty-seventh Street, West Seventy-ninth Street, and East Seventeenth, Forty-sixth, Seventy-third, Eightieth, and One Hundred and Tenth Streets. When time and the weather permit this house refuse will be transferred to scows. Harlem was relieved of the products of street cleaning by a lot on Cromwell's Creek, near Jerome Avenue, to which the carts went over Macomb's Dam Bridge.

There was little Sunday leisure in the department. Superintendent William Robbins was at his post all day and night, and Commissioner Waring was about and heard from all over the city. The force on hand composed 1,380 regular laborers, 1,200 men hired temporarily, and about 1,000 carts and drivers.

Among the first tasks of the working force was the removal of all snow from the entrance and neighborhood of every church in the city, and it was accomplished before church hours. The City Hall Park was cleaned up. Broadway last night was free of snow from the Battery to Thirty-fourth Street, and Fifth Avenue from Twenty-third to Forty-second Street.

Cross walks and culverts were opened all over the city, and every fire hydrant was ready for emergency before night fell. It being impossible to attempt to do anything with the cross streets, as a matter of expediency all snow was leveled in the tenement-house districts. Where ashes and garbage had been cast on the snow they were neatly heaped on the sidewalks.

In the dry goods district, Church Street was relieved of snow. In the other streets of this mercantile quarter the snow was leveled. As soon as possible it will be removed. Park Row and the approaches to the Brooklyn Bridge were thoroughly cleaned. All streets to avenues from engine houses were freed of snow to enable the apparatus to get a fair start on an alarm.

Some of the car companies aided in raising the snow blockade, among them the Thirty-fourth Street, Grand Street, and the Dry Dock and East Broadway lines.

ICE FLOES AND LOW TIDES.

Despite Them Many Ferryboats Were Run on Nearly Schedule Time.

The ice in the North River was less troublesome yesterday than it was Saturday, though ferryboats were sometimes impeded by ice floes.

The ferries to Jersey City, Hoboken, and Weehawken were all running. The boats did not always make their trips on time, yet the delay was not great enough to cause serious inconvenience.

There was another very low tide yesterday, and much of the ice was swept down the bay, leaving the North River comparatively clear for a while.

The ice floes in the East River were more numerous. The wind piled the ice thickly along the Long Island shore, making it very difficult for the ferryboats to get in their slips. The pilots often had to await their chances for getting the boats out or in.

The Fulton Ferry boats were run all day. The time it took the boats to get across varied at different hours. The average time was about one boat in fifteen minutes.

The ice floes became denser toward night. The Broadway Ferry boats left from the foot of Roosevelt Street about once an hour. But one boat managed to make the trip between 6:30 o'clock and 8 o'clock last evening. The delays were caused by the ice jamming into the slips and along the shore on the Brooklyn side.

The Thirty-fourth Street and the Twenty-third Street ferryboats were running as nearly on schedule time as possible. It was said at the Thirty-fourth Street Ferry that no serious trouble about running boats had occurred.

The Staten Island boats made much better time yesterday than on Saturday. The ice floes in the bay, however, made the trips somewhat irregular. The Hamilton Ferry boats also were able to plow their way through the ice without much trouble.

The passenger traffic was light on all the ferries, so that there was no inconvenience caused by overcrowded boats, even when they started out behind time.

The low tide left many of the piles that stand near the sea wall at Battery Park high and dry. The slip off the Barge Office, where many rowboats are kept, was almost drained again yesterday when the tide was at its lowest. The extraordinarily low tide gave the sea walls and piers a novel appearance.

ONLY NINE MAILS OVERDUE.

Post Office Officials Getting Things Back to Normal Condition.

A criterion of the improved condition of affairs was the mail service. There was no extra delivery and no extra force on duty yesterday.

Thomas J. Clarke, Superintendent of Mails, said yesterday afternoon:

"I think to-day will end all the trouble. We see our way clear in regard to the European service, and as to the local service, there are now only nine mails overdue.

"We were able to send two deliveries to the Aurania after schedule time and are now handling the Umbria's mail. Nearly all the outgoing railroad service is in good shape.

"Of the mails not in are the Lehigh Valley, four on the New-York Central, two from the South, and two on the Erie. On the Central the mails not in are those due at 7 A. M. and the San Francisco mail due Saturday. The Southern mails are those from Florida, New-Orleans, Texas, and Mexico. The Erie mails overdue are from Dunkirk.

"Of the outgoing mails, we will send the Erie on the 9 P. M. train. The Baltimore and Ohio mail will be sent on the Pennsylvania Railroad. The Ontario and Western and Lake Shore are crippled, but the West Shore, New-York Central, New-York, New-Haven and Hartford, and Delaware, Lackawanna and Western are in good shape. We have had some small locals on the Erie, showing that the line is free East."

AIR NIPPING AND EAGER.

Pleasant Relief from Trying Cold Came Yesterday.

Although the air was nipping and eager yesterday it was a comparatively balmy Sunday. Such a day in March would excite little comment.

There was a gusty northwest wind in the early morning, which quieted to a steady breeze in the afternoon, when the temperature was 24°, a pleasant relief, comparatively, from the trying atmosphere of several days.

Forecaster Dunn was remembered with gratitude, because he did not on Saturday predict 90° in the shade, and equatorial showers, and the many promenaders did not in consequence wear ear muffs, mittens, and furs. The range of the temperature from midnight until the afternoon was:

Midnight	15°	9 A. M.	19°
3 A. M.	18°	Noon	20°
6 A. M.	18°	3:30 P. M.	24°

This range of temperature in the night indicates an atmospheric influence that was not detected from the Equitable Building.

MARINERS WILL BE WARNED.

A New Plan to Tell Them of the Approach or Presence of Storms.

A new plan to warn mariners in the harbor of the approach and presence of gales or hurricanes off the coast is to be put in practice immediately by Forecaster Dunn, with co-operation from many quarters.

The revenue cutters Chandler and Hudson have been fitted with hurricane signal flags, which will serve, when displayed, to warn sailors in the harbor of an approaching storm. The flags are square, with a red ground, in the centre of which is a square of black. They will be coupled when displayed, one hanging above the other.

The Lighthouse Board has agreed to display signals from the lightships Sandy Hook and Highlands, and the various life-saving stations on the Long Island coast will also show signals. All outgoing craft sailing from New-York docks on the East and North Rivers will be notified by the Dock Department.

CROWDS WALKED THE BRIDGE.

A Normal Sunday on the Cars—Watching the Seagulls.

There was a normal Sunday traffic on the Brooklyn Bridge cars yesterday. At no time was there any crowding such as has been seen since Wednesday, and the service was steady.

There were, however, about twice as many foot passengers as is usual on Sunday. They walked the bridge to watch the ice pack, and the craft piercing it in every direction, and the gulls, whose number appeared to have trebled since Saturday.

The birds appeared to be famished, and their multitude was appreciated when flocks were startled from their rest on the ice cakes by the passage of a ferryboat or tug, but the birds had become tamed by hunger and fatigue, and rose from one spot to settle at another near by.

Brooklyn's Principal Streets Cleared.

Commissioner White of the Department of City Works, Brooklyn, has had nearly all the snow on the principal streets in that city removed. He contracted to have the work done by this morning, and he feels satisfied that the streets will be in good condition to-day.

The railroad companies have been at work during two days with their electrical sweepers.

RETURNING TO SCHEDULE TIME.

Railroads Centring in Jersey City Fast Overcoming Difficulties.

JERSEY CITY, N. J., Feb. 10.—The railroad situation here is greatly improved. Pennsylvania officials said this evening that they were obliged to omit the 10 A. M. Chicago limited to-day, but the 9 o'clock Chicago limited and all other trains went out on schedule time. East-bound trains were still delayed, however, and it was not expected that they would begin to arrive on time until to-morrow afternoon, possibly not until night.

The officials said they were also sending out freight and had cleared the ferry and Henderson Street yards. The volume of freight was much less than usual, however. Trucking was so heavy that merchants were not forwarding any merchandise that could possibly be held over.

The officials of all other roads reported that their service, especially with reference to local trains, was greatly improved. Western trains were still behind time, however, and would be until the obstructions at the other end of the lines were overcome. They could give no information on that point, but hoped the lines would be clear by to-morrow afternoon at the latest.

There was almost a milk famine in this city this morning, owing to the non-arrival of trains, and the sale of canned milk was brisk in consequence. Only one milk train, so far as can be learned, has reached this city since yesterday morning. That came in yesterday afternoon, and the supply was quickly exhausted.

CREWS CAN WALK ASHORE.

Ice Densely Packed in the Sound—Tugs and Barges Held Fast.

CITY ISLAND, N. Y., Feb. 10.—There has been no perceptible change in the condition of the ice in the Sound since yesterday. It is no densely packed that Captains and crews can readily walk to the shore.

The steamer Maine, plying between New-York and Stonington, got stuck in the ice near Stepping Stones Light, and remained for nearly an hour, after which she slowly proceeded to New-York.

The tug International, with two barges, before reported fast in the ice off Hart's Island Point, proceeded for New-York during the night.

The tugs Belle McWilliams and General A. E. Burnside, from New-York, with twelve barges, coal laden, for Sound ports, are jammed in the ice off this station, and it looks as if they would remain for several days.

The following Sound steamers passed south to-day: New-Bedford, Fall River for New-York; Pequot, Providence for New-York; Pilgrim, Fall River for New-York; City of Worcester, New-London for New-York; Richard Peck, New-Haven for New-York; Erastus Corning, New-Haven for New-York, and City of Bridgeport, Bridgeport for New-York.

Crossed on the Ice at Nyack.

NYACK, N. Y., Feb. 10.—For the first time in several years the river between Nyack and Tarrytown, three and a half miles, has been to-day a thoroughfare for pedestrians and skaters. Hundreds crossed on the ice this afternoon. If the weather shall not get warm, a sleighing course will be established from point to point. Horses and sleighs cross now with safety.

Many roads throughout Rockland County are still impassable on account of the deep snow. New City, the county seat, is practically cut off from the rest of the world. The mails from the North and West are few and far between. Nyack has had no "down" mail on the West Shore Road for two days.

Cars Run on Schedule Time.

Transportation facilities in the city were in about a normal condition yesterday. The elevated railroads ran on schedule time, as did the cable roads. With the higher temperature, the horse cars were comfortable, and made the usual Sunday trips.

Only a few lines above Fifty-ninth Street had to use double teams, and all tracks had been cleared by the machine sweepers.

Spoiled the Winter Oats Crop.

BIRMINGHAM, Ala., Feb. 10.—The entire crop of Winter oats in this State has been killed by the recent frost. The ground was frozen solid for three inches. The farmers say not a grain of oats will survive. It was the worst frost in twenty-five years.

A Fire in Fifth Avenue.

A defective electric light wire caused a fire yesterday morning on the second floor of the residence of G. L. Barber, 871 Fifth Avenue. An alarm was turned in, and the flames were extinguished with a loss of $1,000, which was almost entirely caused by water.

DRIVERS WANT THEIR WHISKERS

They Meet and Resolve Not to Cut Them Off Should Their Employers Demand It.

The members of the Liberty Dawn Association, composed of hack drivers, met last evening at 156 East Forty-second Street to discuss their grievances, not the least among which, it was said, was the renewal of the request by the employers that the men should remove all the hirsute growth that adorns their faces, including mustaches, side whiskers, goatees, and full beards.

It was finally decided that no member of the association should shave his whiskers.

Other of the grievances were in regard to long hours of labor and wages. After a very long discussion, the meeting drew up the following rules:

Wages of drivers shall be $2 per day. All drivers shall be licensed drivers, applying personally for their license.

Drivers shall have one hour for dinner and one hour for supper.

When drivers shall have finished a day's work, they shall have twelve hours for rest.

All drivers when employed shall be given steady employment and shall not be compelled to work in the stable.

The membership cards of this association shall be recognized as a recommendation of character and ability of coach driver.

Any injustice or wrong action by members of this association to their employers shall be reported to this association for action.

A special committee reported that the Social Reform Club, of which Ernest Crosby is President, had taken up the cause of the drivers, and would soon call for a meeting of livery stable keepers.

ARTIST BRIDGMAN FOUND DEAD

His Pictures Had Frequently Been Exhibited in Brooklyn—Apoplexy the Cause of Death.

Charles J. Bridgman, an artist of some local reputation, whose paintings have frequently been seen at the exhibition of the Brooklyn Art Association, was found dead on the floor of his room yesterday.

He was a bachelor, fifty-five years old, and lived on the top floor of 191 Clinton Street, Brooklyn, which is the South Brooklyn Savings Institution Building.

He had last been seen on Friday, and when several friends called yesterday to see him and were unable to get into his room, they became suspicious that something was wrong. One of his friends, A. De Servanous, an artist, was accompanied to Mr. Bridgman's door by the janitor. Mr. De Servanous looked through the keyhole and saw the body on the floor.

A Police Sergeant broke in the door. Mr. Bridgman was attired only in his night clothes. It looked as if he had fallen out of the bed, which had been occupied.

Dr. Shaw of the Long Island College Hospital found that death was due to apoplexy.

Several pages of manuscript were found. Police Captain Leavey said that Mr. Bridgman had been writing a novel.

Of Mr. Bridgman's two brothers, one is Edward Bridgman, who lives in Dalton, Mass., and the other is Frederic A. Bridgman, who lives in Paris and is said to be one of the best-known artists abroad. The dead artist received his early training in art work at the old Graham Institute.

DR. HAMLIN VERY INDIGNANT

Mayor Strong's Attitude as to Saloons Calls Forth More Severe Criticism at an A. T. U. Meeting.

The American Temperance Union criticised Mayor Strong again yesterday at its meeting in Chickering Hall. The Rev. Fletcher Hamilton, D. D., of the Twenty-fourth Street Methodist Episcopal Church, spoke on "Mayor Strong's Attitude Toward the Saloon."

"First consider the traffic to which and the traffickers to whom our Mayor seems irrevocably committed," said the speaker. "Who is this trafficker who demands immunity from our laws, and what claim has he upon the consideration of our city officials? You may say that he is a citizen. Yes, but a law-breaking citizen, and if he had his deserts he would be in a place, being in which would take away his citizenship.

"The Mayor said that the present law had made law-breakers of more people than any other. There's your reform Mayor for you. Strong, Lexow & Co. are going to betray you. Now, right here I want to say that the Lexow committee was, in my opinion, originated purely for political purposes and to put the Republicans in power. Much as I hate the Democrats and the rum power, yet I would rather have them in with the saloons closed than the reformers and the Republicans with the saloons open.

"When a man swears to administer the law, and then is asked whether he means to uphold that law, and says he cannot answer, it is time for him to get out of the office and save himself the disgrace of being indicted for perjury. It is time, under these circumstances, to get another man in the place who has more strength and determination of character. We call on him to enforce the law or to get out and make room for a man who will.

"It is not the law that makes the criminals, but the lack of its enforcement by such men as Mayor Strong that does the work. If he is sincere in what he says about the law making criminals, he is stupid, and if he is not sincere, then I need not tell you what he is. The Mayor has insulted every decent citizen by his attitude on this question. He might as well say that the law against robbery makes robbers.

"I may be thought rather strong in what I say, but it is the truth, that I have more respect for the highway robber than I have for the saloon keeper. This is the man from your Mayor is protecting—the man who means to get money no matter what the cost is. There is no other class of men that do this, except the sneakthief, the robber, and the forger, and all these are better than the rumseller. When I was a member of the committee that called upon your Mayor in reference to this question, he said that he recognized us as the decent element of the population, but fell back on his usual excuse. A man like this is not fit to be the Mayor of a city like this, and the sooner he makes room for an honest man the better."

St. Valentine Ball for Charity.

The St. Valentine ball, to be given at the Pouch Mansion, in Clinton Avenue, Brooklyn, in aid of the Brooklyn Nursery and Infants' Hospital, promises to be a grand success, both from a social and financial standpoint.

There are to be many novelties introduced, one of which will be a branch post office, which will be established for the night only.

The patronesses of the ball are:

Mrs. Frederick von Benkendorff, Mrs. J. Dion Bogart, Mrs. Albert B. Chandler, Mrs. William H. Erhart, Mrs. George E. Fahys, Mrs. James Forney, Mrs. John Gibb, Mrs. John D. Godwin, Mrs. Charles A. Schieren, Mrs. Francis S. Sherry, Mrs. Benjamin F. Stephens, Mrs. William C. Wallace, Mrs. Frederick K. Webster, Mrs. Charles S. Whitney, Mrs. Timothy L. Woodruff.

The members of the Reception Committee are: Timothy L. Woodruff, George E. Fahys, Carroll Post, Jr., Frederick H. Webster, Francis H. Sherry, Charles S. Whitney, J. Dion Bogart, Frank D. Tuttle, William A. Webster, William C. Wallace.

Among the prominent people who are expected to be at the ball are Count Loewenstein-Wertheim and Baron Uechtritz of Berlin, Court Chamberlain to the German Emperor.

'R. B. Hayes's Children Sued.

FREMONT, Ohio, Feb. 10.—Mrs. Ada M. Smith has begun suit for $25,000 damages against B. A. Hayes, W. C. Hayes, R. H. Hayes, Scott R. Hayes, and Fanny Hayes, the sons and daughter of the late President R. B. Hayes, for permanent injuries alleged to have been received in a runaway caused by a large and fierce dog owned by the Hayes family.

A Minister Who Will Be "Unafraid."

DENVER, Col., Feb. 10.—The Broadway Temple Association was incorporated yesterday. The incorporation papers state that the object of the association is "to employ the Rev. Myron W. Reed to stand up unafraid and say how things seem to him in Denver and elsewhere."

Wear is not the test of good shoes. Clod-hoppers' shoes wear first-rate.

Now when you're trying on that three-dollar shoe of ours (marked down to $2.50) or a $4 shoe or a $5 shoe, feel of the leather and bend the sole—you know your foot bends a great deal sometimes.

If the leather is harsh and the sole doesn't bend, you'll never be comfortable in that shoe.

And yet, if our shoes don't wear well, bring 'em back and get your money.

ROGERS, PEET & CO.

THREE BROADWAY STORES. { Prince, Warren, 32d St.

MAJOR THROCKMORTON'S ANSWER

He Denies Each of Col. Waring's Charges, and Says He Will Go to the Courts for Vindication.

Major C. B. Throckmorton was down town yesterday morning with a reply to Col. Waring's letter of dismissal sent to him a week ago last Saturday. Major Throckmorton said he proposed proceeding legally against Col. Waring, and would endeavor to prove in the courts that he had been libeled.

"I have sent a copy of my letter to Col. Waring to my counsel, Gen Tracy, who is now at Albany," said the Major. "I am in deep earnest, and it remains to be shown by the outcome of the fight whether I deserved, or am guilty of, the charges made by Waring."

Major Throckmorton's letter is as follows:

327 West Eighty-seventh Street,
New-York City, Feb. 9, 1895.

Commissioner George E. Waring, Jr., Department of Street Cleaning:

Sir: I received your letter assuming to dismiss me from the position of Assistant Superintendent of the Department of Street Cleaning at 6:30 P. M. on the 2d inst., five hours after you had given it to the newspapers. I dispute your right to dismiss me, and, as I informed you in my letter of the 16th of January, I hold myself in readiness to perform the duties appertaining to my position whenever I am permitted to do so.

In your letter you accuse me of neglect of duty in two particulars, and of incapacity; all of which charges are false, and respecting each of which you either knew them to be false at the time you made the accusation, or you were guilty of gross injustice to me, and of neglect of your official duty in not examining the records of your department, (which will show them to be false,) before you published them to the world and wrote them to me.

In the first place, you charge me with neglect of duty; first, in that there were over sixty carts unserviceable, &c., on the day you took charge of the department, Jan. 15. If you had made a proper investigation of the records in your office you would have discovered that I was in no way responsible for this. The carts and harness in the department's use were old, and should have been replaced by new when I first took charge of them, and I so recommended repeatedly; but the Commissioner failed to approve my recommendations, as it was his intention to change the system to two-horse trucks. Again, the carts reported as unserviceable by me had been doing duty both day and night since the snowfall in the last week of December. Many of them required only a few hours' work, and were broken the day or night before they were reported as unserviceable on the morning report.

All carts that were broken, no matter how slightly, were reported as unserviceable, though they might still be working, in case of emergency. There were, when you relieved me, over sixty carts unserviceable; more than twenty of these were absolutely worthless, being so badly broken that they could not be repaired. There are to-day—twenty-six days after you relieved me from duty on full pay—over sixty carts unserviceable in your department.

Second—In regard to Stable G, you admit that I reported it as unfit for use, and go on to say that I did not stop or prevent its use. The truth, which you could have ascertained, is that I was so active in my efforts to have the stable closed that the owner came to the Commissioner with a proposition to build a new stable, suitable for the department's use, on the site of this one, and guaranteed to have it completed within six weeks. The plans, estimates, and proposition were submitted to the Board of Estimate and Apportionment in September last, and referred by them to Controller Fitch to report. Although the matter was repeatedly urged, no report that I know of has been made as yet by the Controller. I know that you have, since you became Commissioner, hired a part of another stable in the neighborhood at $150 per month; and within the present week have urged the Board of Estimate and Apportionment to accede to and carry out the very proposition above referred to. I was not the Commissioner, and had no authority to do more than I did in the premises.

Third—You charge me with incapacity, in that I allowed incompetent men to retain their positions under me. As you well know, or ought to know, the law says that the Commissioner alone has the power to appoint or dismiss from the force, although I see that you have delegated that authority to your deputy—not, however, to the gentleman to whom you have intrusted the duties of my department. That your charge is false is shown from the fact that you have dismissed but two of the men who were under me in the twenty-six days you have been Commissioner. One of these was dismissed for being drunk, (his first offense in the department,) the other on charges that had been investigated by Commissioner Andrews in December and his action indorsed thereon, and filed in the department. You did not give him a hearing, but dismissed him on a perfect statement that might have been successfully contradicted.

You also state that I am incapacitated from holding a position in which I have control of property interests for which you are responsible, by reason of the findings of a court-martial before which I was ordered in November, 1891.

You have on file in your office the certificate of ex-Secretary of War Elkins, (who was Secretary at the time of my trial,) ex-Secretary of War Proctor, ex-Secretary of the Navy Tracy, C. P. Huntington, and Frederic R. Coudert, Esq., (who are all conversant as to the facts,) as to my standing and fitness for employment in your department. The three ex-Secretaries each therein state that they have carefully examined the proceedings and facts connected with my case, and that there is nothing therein involving moral turpitude, or upon which may be based any implication upon my integrity. All this you knew (or neglected to have known) when you dismissed me, as you did also the facts that ex-President Harrison reduced my sentence of suspension from five years to three, and that President Cleveland remitted it entirely and restored me to rank and command; and that I am now in good standing upon the retired list of the United States Army, where I was placed at my own request by President Cleveland, after thirty years of honorable service.

Under these circumstances I am content to leave your conduct and my character to the judgment of an unbiased public, and the enforcement of my rights to the courts of justice. Respectfully yours,

C. B. THROCKMORTON.

TELEGRAPHIC BREVITIES.

Derby, Conn., Feb. 10.—William Tassock, William McCloskey, Michael Ryan, and Edward O'Hara were arrested to-day on suspicion that they were engaged in the robbery yesterday of M. H. Spalding, R. & H. Adams's clerk, of $2,067, while on his way from the Birmingham National Bank to the office. Spalding identified Ryan as the man who struck him and took the money.

Brownstown, Ill., Feb. 10.—Ira Payne and Richard Laws, young business men, while crossing the Vandalia Railway tracks last night in a buggy, were run down by an express train and were killed instantly.

Gloucester, Mass., Feb. 10.—A service memorial of fishermen lost from this port last year was held here this afternoon. The names were read of 123 Gloucester men who were drowned last year.

FINE FUR GARMENTS.

Prior to the close of our Season's Fur business, we have especially great inducements to present during this month. The following are some of the prices:

Seal Skin Sacques.
$400. reduced to $285.
$300. " " $200.
$250. now $150. and $175.

Electric Seal Capes.
$75 reduced to $45.
$50 " " $30.
$35 " " $20.

Small Furs for Neckwear; Muffs; and every other item in the stock, will be sold proportionately low. This is a rare opportunity for bargains.

JAMES McCREERY & CO.,
Broadway and 11th St.

CARPETS.

In the magnitude of a season's business, like ours, there is an accumulation of broken lots, single pieces and patterns (we do not intend duplicating) of every grade.

Some we have made into

Carpets and Rugs

(with borders)
in all sizes, suitable for all kinds of rooms,
ALL AT REMNANT PRICES.
(Bring size of rooms.)

SHEPPARD KNAPP & CO.,
SIXTH AVE., 13th AND 14th STS.

CITY AND VICINITY.

—Mary Frances Walsh, one of the children who were burned at the fire in Sixth Avenue and Waverley Place, died at the New-York Hospital yesterday.

—Alice Kennedy, forty years old, whose address is not known, was found dead last evening in the rear of the liquor store 250 West Forty-seventh Street.

—There were seven deaths from grip yesterday.

Brooklyn.

—The Union League Club of Brooklyn will, on Tuesday night, celebrate the anniversary of the birth of Abraham Lincoln. The speakers will include Senator Frye of Maine, President Stryker of Hamilton College, Lieut. Gov. Saxton, Major Gen. Miles, Admiral Erben, Col. Fred Grant, Mayor Schieren, and Gen. Charles Hamlin, of Maine. President Blackman will preside.

—John Kean, fifty-two years old, Captain of the canal boat John Rush, lying at the north pier, Atlantic Dock, was found dead in bed yesterday. Heart disease is supposed to have been the cause.

—William Kleiss, seventy-seven years old, of 77 Troutman Street, while being shaved in Joseph Meyer's barber shop at 122 Troutman Street, dropped dead yesterday.

—The Trustees of the New-York and Brooklyn Bridge will meet this afternoon.

—The Kings County Board of Supervisors will meet to-day.

Saloon Keeper Hampson Missing.

The Brooklyn police have been notified that William F. Hampson, a liquor dealer of 407 De Kalb Avenue, that city, has been missing since Wednesday morning. His wife is worried, as $400 which was in the safe in the saloon is also missing, and $300 of this belonged to a contractor named Cunningham, who had intrusted to Mr. Hampson for safe keeping.

He is thirty-six years old, 5 feet 9 inches in height, has iron-gray hair, sandy mustache, and blue eyes.

Mrs. Hampson belives that her husband has gone back to Wales, and she would not be surprised, she says, if a woman had accompanied him.

THEATRICAL GOSSIP.

—Daly Stalls on the London Stock Exchange —The competition for seats for the opening performance of "The Artist's Model" at Daly's London Theatre was so great that the stalls commanded a premium. Marie Tempest, in an interview with a reporter of The Pall Mall Gazette, explains the situation in this way: "They are dealing in the stalls on the Stock Exchange. Yes, really. Mr. Arthur Cohen told me about it. One of the South African millionaires, in the mining market, finding he could not get tickets at the theatre, bought several at a premium off a fellow dealer or jobber, whatever the proper description may be. Others followed suit, and the premium running high, some of the others sold a bear of Daly stalls. Now they cannot cover their sales, the bears are cornered, and they have got to pay £5 a ticket or else be hammered, or something. Brokers who go to their telephones now in expectation of hearing of an order for 1,000 De Beers or a parcel of Chartereds find they are wanted to bid for ten Daly stalls. You must tell your city editor of this new security."

—Southern Tours Blighted.—The effect of the extreme cold weather has been more disastrous in the South to theatrical companies than it has been in the North. They had zero weather last week in Atlanta and other Southern cities, and the result was that the theatres were absolutely abandoned. The people of the South were not prepared for the cold as those of the more rigorous Northern climate were, and they preferred to sit in their homes and shiver rather than to freeze in the theatres. Many theatrical companies have gone to the South for the first time this season, and reports came that the new territory was proving a profitable one, but the sudden spell of cold weather has caused loss enough to the organizations to more than offset any profits they had made, and most of the tours will, as a result, have to be recorded as failures.

—Mr. Dazey's New Play.—Manager Jacob Litt has completed the cast of C. T. Dazey's new American drama, "The War of Wealth," which he will produce at the Chestnut Street Opera House, Philadelphia, Feb. 25. Among the artists are Frederic de Belleville, Edgar L. Davenport, Sidney Drew, Joseph Wheelock, A. S. Lipman, Walden Ramsay, Mary Shaw, Ruth Carpenter, Louise Galloway, and Maud Monroe. The big scene of the play occurs at the close of the fourth act, which presents an exterior view of a large banking house during a run of the depositors. The climax is reached when an express wagon loaded with gold coin dashes into view and saves the bank just as a riot among the angry depositors is beginning.

—Bessie Bonehill in Burlesque.—Bessie Bonehill will be seen in burlesque for the first time in this country to-night, when she will appear at the Garden Theatre, in "Little Christopher," as the cabby, taking the place formerly occupied by Helen Bertram in the cast. It will be the one-hundred and fiftieth performance of the burlesque, and pretty souvenirs will be distributed to commemorate the event. A novelty of the occasion will be the first exhibition of Trilby in the Kilanyi living pictures.

—Electric Storm at the Academy.—Manager Ervin Hopkins, Jr., will introduce in the eviction act of "Rory of the Hill," at the Academy to-night, an elect

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FUNDS FROM YALE ALUMNI

An Appeal to Graduates for More Liberal Contributions.

WINTER GOSSIP FROM THE COLLEGE

The American University's Influence Upon American Character as Discussed by Bishop Lawrence,

NEW-HAVEN, Feb. 10.—The Directors of the Yale Alumni University Fund have called attention to the necessity of the alumni contributing to this fund. They make the following announcement in a notice just issued:

"The receipts to date amount to $38,110.29. This amount has been contributed by less than 900 members, while the living alumni number nearly 8,000. The fund is applicable to any uses of the university. Every one who has been a student in any department is asked to contribute. Any amount, large or small, will be gladly received at any time. The Board of Directors applied as income in 1892 $5,000, in 1893 $12,500, and in 1894 $12,500. Without these moneys the necessary expenses of the university would have exceeded its available income. The amount so applied ought to be increased every year. It must not be reduced. There is now available as income $5,328.77. At least $7,171.23 more must be received before commencement. Yale never had greater need of money. The increase in the number of undergraduates in the last five years is over 70 per cent. Cost of education increases. Greater variety of instruction is demanded and higher salaries must be paid. To raise the term bills might be to exclude the class of students for which Yale does most and from which she receives the largest credit. Students must continue to pay only a share—and probably a smaller and smaller share from time to time—of the actual cost of their education. Obviously, therefore, increase in the number of students must be met by increase of income."

The St. Paul's School Club of Yale University passed suitable resolutions on the death of the Rev. Henry A. Coit, the late Head Master of the St. Paul's School, in Concord. During the funeral services in Concord Friday afternoon a burial service was read at the same hour in Christ Church in this city for Yale men who could not go to Concord to attend the ceremonies there. It was largely attended, for there are a great many of the alumni of St. Paul's School in Yale.

The death of Stanhope S. Marshall, '98, is announced. He died at his home in Chattanooga, Tenn., of inflammatory rheumatism, after six weeks' illness. The inflammation started in his right arm and gradually spread until it reached his heart. He was born in September, 1877, at Chattanooga, and prepared for college at the Hotchkiss School, Lakeville, Conn.

After an investigation by a Coroner's jury, it was decided that the death of William L. Norton, '93, Yale Law School, was due to natural causes. Norton's body was found recently in a sloop at Rock Ledge, Fla., and there was an impression that he had been murdered, but the Coroner's inquiry dissipated this theory. He went South to spend the Winter at Rock Ledge in hunting and fishing on the Indian River. He studied at Dartmouth College in 1890, and in the Fall of that year entered the Yale Law School as a member of the class of '93. He was substitute on the Yale football team of '91, played second base on the ball team in '93, and was a member of the Yale team that won the championship at the World's Fair. Mr. Norton was buried at Rock Ledge.

There is talk of a special class day for the Yale scientific department. Meetings will be held by Sheffield senior and Faculty committees to discuss the advisability of having such a day set apart for the Scientific School. The Faculty at the conferences will be represented by Profs. T. R. Lounsbury, H. W. Farnam, C. S. Hastings, and A. G. Cameron, and the class by J. A. McCrea, F. W. Drury, Jr., and N. Leeds. The Class Committee has also selected nine other men from '95, S., to assist in the discussion and to arrange for the date if the conference decides to have a class day.

The academic seniors have decided to wear the cap and gown at commencement. They have also elected the following Promenade Committee: J. B. Hone, A. B. Shepley, A. R. Clark, W. H. Scoville, M. Gavin, G. R. McLane, J. R. Williams, J. E. Cooper, C. Hyde, G. A. Phelps, A. Wardell, and R. S. White. Those who will look after the caps and gowns will be S. T. High, J. B. Speer, and F. S. Franklin.

During the months of February and March basket ball will be taken up in the gymnasium by the night classes. It will be the first introduction of the game here. Instruction is also to be given in French cane exercises and the German broadsword drill.

The Graduate Club will hold its annual meeting at the clubhouse Tuesday evening, Feb. 12. The Nominating Committee has made out the following list of nominations: For President—Prof. T. R. Lounsbury, '59; First Vice President—Judge William K. Townsend, '71; Second Vice President—William H. Bishop, '67; for Board of Governors to fill the unexpired term of William J. Comstock, '79, S., resigned, ending in 1896—Charles E. Curtis, '88, S.; to serve until 1898; Bertram B. Boltwood, '92, S.; W. F. Day, Jr., '92, S.; A. H. Robertson, '72; Prof. W. S. Woolsey, '72; Committee on Admissions—Francis G. Beach, '83; Prof. William H. Brewer, '52, S.; Samuel H. Fisher, '89; Thomas Hooker, '69; the Rev. E. S. Lines, '72; Norris G. Osborn, '80; Prof. Bernadotte Perrin, '69, and Samuel A. York, Jr., '90.

The joint debate between Yale and Princeton will take place in the Hyperion Theatre, in this city, on the night of May 1. Yale will select the subject for debate, and Princeton will have the choice of sides. In three weeks Yale will have a competitive debate to decide upon the Yale representatives in the joint debate.

The Right Rev. William Lawrence, Bishop of Massachusetts, in his final lecture in the Dwight Hall course during the last week, had for his subject "The Influence of the American University upon American Character." He said in part:

"Another feature of the university in relation to American character is the spirit of democracy. There may be found in the young men where money, social position, and blood, apart from essential worth, are of the highest consideration. They are the cockneys of a city, and not university men. While blood and social position have their legitimate right in gaining favorable consideration, on the whole a young man in a university is sized up for what he is. The university is the nursery of the highest ideals and the university man is essentially a man with an ideal. What the country wants above all things, and what the university is bound to give to the country, is character—men who are more than scholars, more than lawyers, more than politicians; men of the highest ideals, of the finest sense of honor, and of the finest character.

"The university man in athletics has ideals; he is a gentleman. He plays not like a 'sport,' but like a sportsman. His first and final aim is not to get there by fair means or foul, but with all the courage, nerve, and strength that he can command, and win the game if it can be honorably won, and to lose it if it cannot. If the ideal spirit can be sustained in college games, there is an immense leverage in the uplifting of college characters. The courage, nerve, and self-restraint of the football field will be transferred to the arena of civic and public life.

"The question of compulsory prayers has very little to do with the religious life of a university. They are a part of the system, and, being a part, they are recognized by the students as such. There is no nobler or happier work than that of advancing religious interests among university men."

Congressman W. G. Bryan of Nebraska will have a bigger hall for his lecture before the Yale Kent Club than was originally intended. It is one of the Kent Club course, and it was arranged to have it delivered in Osborn Hall, where all the others have been heard. But there is such a big demand to hear the Congressman that the club has engaged the Hyperion Theatre for the occasion Wednesday, Feb. 20.

The appeal of the President and Fellows of Yale from the admission to probate of the will of the late Philip Maret will be heard in the Superior Court by Judge Ralph Wheeler to-morrow afternoon. Bristol, Stoddard & Bristol of this city will appear for Yale, and Harrison & Zacher for Henry T. Blake, the trustee of the Maret estate. The ground of appeal is that the Lakeville School for Imbeciles of Lakeville, Conn., should not participate in the fund of $70,000 left by Mr. Maret to be divided among several institutions, of which Yale is one.

NEWS NOTES FROM PRINCETON.

Fight Over the Proposed Trolley Line —Recent Lectures.

PRINCETON, N. J., Feb. 10.—For several months the New-York and Philadelphia Traction Company has been endeavoring to secure rights of way over the streets of Princeton, in order to construct a trolley line from New-Brunswick through this village and terminating at Trenton. It is felt by those interested in the university that such a line would be of great damage to the most distinctive characteristic of Old Nassau—the rural quiet and seclusion of its academic life. Consequently, a strong effort has been made to resist the entrance of the trolley. After being refused a franchise by the Borough Council last November, the trolley company again renewed its efforts to secure a franchise at the meeting of the Borough Council Tuesday night. Petitions were presented asking right of way over Mercer, Stockton, Elm, Canal, Dickinson, and Witherspoon Streets, University Place, and the whole length of Nassau Street. These petitions were presented without filing any consents of property owners, and a demand was made that the Council publish the petitions, the company's representatives declaring that such was the intention of the law. The Trenton Passenger Railroad Company also presented similar petitions. By a unanimous vote of the Council, all the members being present, the following resolution was adopted:

Resolved, That, in view of the unanimous resolution of Council to the effect that they were opposed to the use of the streets by trolley lines, the Council hereby refuses to receive and publish the several petitions presented by the New-York and Philadelphia Traction Company and the Trenton Passenger Railway Company.

It is thought that this action of the Borough Council will settle the trolley question for Princeton, at least for some time to come.

Princeton students have reason to congratulate themselves on the uniform healthfulness which has prevailed among them during the present season, especially in view of the great amount of sickness reported in many of the other large colleges. At present there are but three patients at the Isabella McCosh Infirmary.

A special series of lectures on "Practical Christian Sociology" is now being delivered before the students of the Theological Seminary by the Rev. Wilbur F. Crafts of Pittsburg. The course includes lectures on sociology viewed from the standpoint of the Church, of the family, and of education, of capital and labor, &c. It is expected that these lectures will appear in book form at an early date.

The fourth concert of the season by the Kneisel Quartet was given on Monday afternoon. The old chapel was crowded.

By the appointment of John R. Emery, '61, as Vice Chancellor of New-Jersey the whole equity side of the New-Jersey bench is placed in the hands of Princeton men. There is one Chancellor, Alexander T. McGill, LL. D., of the class of '68, and three Vice Chancellors, Henry T. Pitney, LL. D., of the class of '48; Robert Stockton Green, LL. D., of the class of '50, and now John R. Emery of the class of '61.

The Rev. Dr. H. T. McEwen of New-York addressed the students in Murray Hall, Thursday evening.

The Yale Chess Club has declined Princeton's challenge to a series of games by correspondence.

In accordance with an invitation received from the Union League Club of Chicago, asking Princeton to join with Yale, Harvard, and Columbia in sending representatives to deliver orations before the upper grades of the public schools of Chicago, the Faculty has appointed Howard E. White, '95, of New-York as Princeton's representative, with W. H. Butler, '95, of New-York as alternate.

In addition to the usual performance to be given by the Triangle Club in the Spring, the club will produce a one-act farce in connection with the Washington's Birthday exercises. The piece is entitled "Who's Who?" and is to be given in University Hall on the evening of Feb. 21. The Mandolin Club will furnish music for the occasion.

The Nassau Herald Committee of the Senior Class has organized as follows: A. Parker Nevin, Manager; James S. Crawford, Assistant Manager; William H. McColl, Secretary; Arthur Dunn, Assistant Secretary, and W. W. Beveridge, Treasurer.

The regular midwinter games of the Athletic Association and the Gymnastic Exhibition will take place in the Bonner Gymnasium as usual on the afternoon of Washington's birthday. The exhibition of the gymnastic team will be especially interesting as indicating their ability to make a good showing against the Yale team at New Haven the following week. The programme will include trapeze and bar events, balancing, L'Eschelle, acrobatics, and pyramids. The specialties will be flying, double and balancing trapeze, double horizontal bar work, and the three-high acrobatic work by Director George Goldie, A. L. Wheeler and C. E. Hendrickson.

MANY LECTURES AT HARVARD.

The Midyear Examinations Are Ended and Recitations Begin To-day.

CAMBRIDGE, Mass., Feb. 10.—The midyear examinations, which have been keeping Harvard men busy for the last three weeks, were finished yesterday, and to-morrow recitations begin for the second half year.

The college bids fair to be well entertained by lectures this last half year. Prof. Charles Eliot Norton has announced a public course of six lectures on Dante, which will begin the last of March. Mr. Humphry Ward of London is to give four lectures on "English Art of the Eighteenth Century," during this month, and Mr. Copeland will continue his addresses on "English Literature."

The various university organizations have a long array of speakers. Recorder Goff of New-York is to address the next meeting of the Republican Club. Father Huntington, the founder of the Order of the Holy Cross; the Rev. Dr. Huntington of New-York, and Bishop Hall of Vermont are to lecture under the auspices of the St. Paul's Society. The Engineering Club will have lectures by Prof. Crocker of Columbia, Mr. Clemence Herschel of New-York, and Col. Prout of The Railroad Gazette. Other lectures are expected from Senator Hoar, Senator Thurston of Nebraska, Prof. Royce, and Col. Thomas Wentworth Higginson.

Preparations are being made at the Law School for the celebration of Prof. C. C. Langdell's twenty-fifth anniversary as Dean of the school. It will be under the auspices of the Harvard Law Association, in connection with their annual meeting next June. There is to be a meeting in the Law School, at which some testimonial will be presented to Prof. Langdell, followed by a dinner in one of the college buildings. Sir Frederick Pollock, the English Judge and author of legal works, has written that he will be present.

The vesper service in Appleton Chapel on Thursday was in memory of the late Judge Hoar, for many years President of the Board of Overseers. Prof. Francis G. Peabody delivered the memorial address. Judge Hoar's will contains a bequest of $10,000 to found two scholarships, preference being given to men from his native town of Concord, Mass.

The management of The Harvard Crimson announces that it will soon begin the publication of a Harvard Alumni Weekly, to be under the management of a resident graduate and a committee from the editors of The Crimson. A similar paper was established at Yale three years ago and has proved a success.

The St. Paul's Society has elected officers as follows: President—T. R. Kimball, '95; Vice President—H. E. Addison, '96; Secretary—H. B. Huntington, '97; Treasurer—C. N. Lathrop, '96; Chorister—W. E. Dowty, '97; Librarian—J. C. Ward, '96.

The ninth ten of the Institute of 1770 were taken out in the following order: T. B. J. Gannett, J. C. Gray, E. Stevens, J. T. Clark, F. L. Tuckerman, W. H. Phelps, H. L. Williams, F. H. Kinnicutt, F. C. Gratwick, and E. V. Dexter.

F. K. Young, the Boston chess expert, is to play simultaneous games against the Harvard Chess Club on Tuesday night.

CORNELL UNIVERSITY NEWS.

Many Club, Society, and Class Banquets in the Near Future.

ITHACA, N. Y., Feb. 10.—This is the season of club, society, and class banquets at Cornell. On the evening of Feb. 21 the annual dinner of students and Faculty of the Law School will be held. This is the only banquet that is attended by members of the Faculty. William Cravath White, '95, has been elected toastmaster. On March 1 the members of the class of '98 will hold the regular freshman dinner. In previous years the freshmen have endeavored to hold their banquet in secret, and the sophomore have always tried to break it up, with the result that there were always collisions of a more or less serious nature. The sophomore class recently passed resolutions declaring that they would make no effort to disturb the freshman dinner, and offered to co-operate in holding it. Accordingly, the banquet will this year be a quiet and orderly affair.

The first military hop of the term will be held on the evening preceding Washington's birthday.

John R. Mott, '88, and S. M. Sayford, the college evangelist, have been giving daily talks before the students, under the auspices of the University Christian Association. Mr. Mott was formerly General Secretary of the Cornell Christian Association, and is now at the head of the International Commmittee of the Young Men's Christian Association.

Last Friday the third of the series of special lectures before the College of Civil Engineering was delivered by Prof. James Howard Gore, Ph. D., of Columbia University, on "The Decimal System and Its History." Two lectures and an informal discussion were also given last week by Prof. J. Rendel Harris of Cambridge University, the discoverer of Sinai manuscripts, on "The New Syriac Gospels from Mount Sinai" and "The Diatessaron of Tatian." The new Syriac manuscripts which Prof. Harris discovered on Mount Sinai antedate by forty years the oldest of the other known Bible manuscripts.

Members of the senior class are discussing the question of wearing cap and gown commencement week. Several attempts have previously been made to establish this custom, but without success. A committee of seniors appointed to look into the matter consists of W. R. Eastman, Chairman; R. H. Haskell, and H. J. Clark.

At a recent meeting the Board of Trustees decided to increase its membership to double the present number. Hereafter six Trustees will be elected each year for a term of five years. Of the six to be elected annually, four are to be returned by the Board of Trustees itself and two by the alumni.

The equipment of the physical laboratory has been increased by the addition of two Westinghouse transformers, capable of supplying forty horse power at full load.

A debate has been arranged between the Cornell Congress and the Woodford Debating Club. Each society is to be represented by three men, and the question for debate will be selected by the participants, who are as follows: For the Woodford—G. L. Bockes, '95; J. P. Harrold, L. S., and F. S. Edmonds, G.; for the Congress—J. F. Orton, G.; W. B. Chriswell, '97, and H. S. Field, '96. Fayette Dible Moyer, '96, has been appointed alternate for the Cornell-Pennsylvania debate.

For the last year there have been various demands for the addition of instruction in music to the university. It is desired that the university should offer courses of planned something like those at Harvard—in harmony, the history of music, counterpoint, &c., supplemented by courses on the scientific side of the subject.

The lively discussion which has been carried on for some time in the Faculty meetings as the result of an attempt on the part of Profs. Roberts, B. G. Wilder, and a few others to do away with intercollegiate football contests for Cornell students has finally been brought to a close. The attack on football was in the form of a resolution before the Faculty "that no leaves of absence be granted to students to leave town for the purpose of playing intercollegiate football."

President Schurman said in relation to the resolution: "A thorough discussion was had, and, though final action was postponed, the following progress has been made: First, it is practically settled that the resolution forbidding intercollegiate football contests for Cornell students shall not prevail; second, it is agreed that certain restrictions shall be imposed upon the playing of the game." These restrictions are now being considered by a committee of the Faculty, and no announcement has yet been made as to what they will be, but it is practically certain that they will limit the length of time that a man may be absent from town for football games, and will enforce in all branches of athletics the strict requirements which Coach Courtney demands of all crew men in regard to their standing in their university work. President Schurman authorizes the statement that he has all along advocated these or similar changes. He does not believe in abolishing football or intercollegiate contests, but thinks that, so far as possible, such athletic events should be made "college games, on college grounds, for college men."

ANNAPOLIS NAVAL ACADEMY.

The First Class Cadets Who Will Graduate in June with Honors.

ANNAPOLIS, Md., Feb. 10.—The following is the first class of the Naval Academy which will graduate in June, and the order of merit in which the members stood at the last annual examination:

1, Stuart F. Smith, Pennsylvania; 2, William G. Groesbeck, Ohio; 3, Frank H. Brumby, Georgia; 4, Frank T. Baldwin, New-Jersey; 5, Thomas M. Dick, South Carolina; 6, Charles K. Mallory, Tennessee; 7, Harris Laning, Illinois; 8, Philip M. Bannon, Maryland; 9, William R. Cushman, New-York; 10, Arthur P. Chester, at large; 11, Newton Mansfield, Ohio; 12, William C. Davidson, South Dakota; 13, Henry V. Butler, Jr., New-York; 14, Daniel M. Garrison, New-Jersey; 15, Samuel C. Vestal, Indiana; 16, Franklin D. Karns, Ohio; 17, John R. Monaghan, Washington; 18, William H. Standley, California; 19, Albion J. Wadhams, New-York; 20, Kenneth M. Bennett, New-Jersey; 21, Walter R. Gherardi, at large; 22, James J. Raby, Michigan; 23, Stanley P. Dennett, Maine; 24, James E. Miller, North Carolina; 25, David W. Todd, California; 26, Charles H. Walker, Kentucky; 27, N. H. Hall, Texas; 28, John V. Klemann, New-York; 29, Joseph D. Sayers, Jr., New-York; 30, Frederick Freeman, Indiana; 31, Orlo S. Knepper, Pennsylvania; 32, James P. Morton, Missouri; 33, Rufus Z. Johnston, Jr., North Carolina; 34, Edward H. Watson, Kentucky; 35, Walter B. Izard, South Carolina; 36, Joseph C. Breckinridge, Kentucky; 37, Worth Bagley, North Carolina; 38, M. J. McCormack, Michigan; 39, Ernst F. Eckhardt, Wisconsin; 40, Cassius B. Barnes, Oklohoma; 41, George H. Mann, Pennsylvania; 42, Edward H. Dunn, Connecticut; 43, Darwin R. Merritt, Iowa; 44, John F. Marshall, Jr., Texas; 45, Montoniko Takasaki, Japan.

Naval Cadets—Dick, Dunn, Eckhardt, Freeman, Garrison, Karns, Mallory, Mansfield, Marshall, Merritt, Morton, and Walker are of the engineer division. The rest of the class belong to the line.

Usually those who fail at the semi-annual examination are allowed to resign, a polite way of dropping them, but this year eleven of the first-class having proved unsatisfactory, and some of them most meritorious cadets, there will probably be a modification of the rule, thus giving the delinquents a chance to regain their status.

Twenty-five years ago a cadet with average intelligence and fair industry would be sure to graduate. It is not so now. The curriculum has so persistently increased in depth and widened in breadth that a high degree of intellect, uncompromising industry, and insistent perserverance are at present required to win the diploma of the Naval Academy. The rock on which so many of the first class were wrecked this year was "Navigation." It is credited with being a superlative intellectual test.

ROCHESTER UNIVERSITY NEWS.

The Appointments for the Dewey Prize Declamations.

ROCHESTER, N. Y., Feb. 10.—The appointments for the Dewey prize declamations or "sophompre exhibition," next commencement are to be made on the ground of oratorical ability, as well as scholarship this year. The first trial contest was given Tuesday evening, at Anderson Hall. The students were present and selections were rendered by the Mandolin Club. The Committee of Award is composed of President Hill, Prof. Lattimore, and Prof. Mixer. The following sophomores gave the declamations following their names: H. L. Gray, "Lasca"; A. R. Anderson, "The Bell"; Emmett O'Brien, "The Eloquence of O'Connell"; C. B. Tenney, "The Empire State Express"; F. S. Kenyon, "The Death of Garfield"; F. L. Cubley, "The Last Charge of Ney"; George A. Fairbank, "The Battle of Gettysburg"; W. D. McGuire, "When the Frost Is on the Punkin"; H. A. Smith, "Eulogy of New-England"; R. G. Phillips, "May's Night Ride."

E. J. Wallace, '96, has been elected manager of the football team for the coming season.

Manager Blossom of the Glee and Mandolin Clubs has arranged for concerts at Le Roy, Caledonia, and Avon during the third week of February, and is planning a trip through the Southern tier for the Easter vacation.

President Hill's stirring appeal for financial support and loyalty to the alma mater was the chief incident of the midwinter banquet of the alumni on Jan. 29. He combated the idea that the University of Rochester was founded as a denominational college, and asked for the aid of the people of the City of Rochester.

Both the Delta Upsilon lads and the students of Delta Kappa Epsilon gave well-attended receptions at their chapter houses on Friday evening of last week. The Delta Upsilon Reception Committee was made up of Mrs. A. L. Baber, Mrs. E. B. Angell, W. C. Kohlmetz, '95; A. H. Cole, '95, and J. S. Parsons, '96. The "Dekes'" entertainment was in charge of N. G. Van Voorhis, '95; George W. Sigler, '96, and William Baber, '98.

According to the annual catalogue just issued, there are now 206 students in the university, as against 188 recorded last year. There are 35 seniors, 30 juniors, 40 sophomores, and 61 freshmen, with the remainder classified as eclectic or special. Considerable space is given in the catalogue to the new physical laboratory and the advanced courses offered in that branch. The university extension movement is given recognition for the first time, its development in Rochester having become officially a part of the institution's work. Two Faculty additions have been made during the year, Henry E. Lawrence, '89, as instructor in physics, and Adelbert Hamilton, '92, as instructor in Greek. Twelve addtional scholarships have been granted to students of the City of Rochester, making twenty-four in all awarded by an examination prescribed by a committee of the Free Academy Faculty.

COLUMBIA COLLEGE HAPPENINGS.

Astronomical Observations to be Made Abroad for the College.

The astronomical observations made by the Royal Observatory at Naples last year in conjunction with Columbia proved so satisfactory that arrangements have been made with M. Fergala, the Italian astronomer, to continue the observations for variation of latitude through several years. M. Fergala, at Naples, with his assistants and Prof. Rees, will work on a modified programme, observing four nights in every two weeks. The number of star pairs observed at the Royal Observatory was 2,342, while those at Columbia numbered 2,317.

Dr. Livingston Farrand, Instructor in Physiological Psychology, has undertaken, in connection with Dr. Warren of Princeton, to prepare an annual bibliography of psychological literature, which will be issued as a supplement to a leading review.

Mr. Abraham Yohannan is assumed his duties as lecturer in Oriental languages. He is a graduate of the College of Urmi, Persia, and of the General Theological Seminary of this city. This department, which offers courses in Turkish, Armenian, and modern Persian, has been of considerable practical value to missionaries intending to labor in those fields. Mr. Yohannan is at present engaged upon a comprehensive lexicon of the Syriac language, which he expects to have finished by the end of the academic year.

Few are aware that to Columbia College belongs the credit of the recent successful treatment of the obelisk in Central Park for decay. After a long series of experiments, Mr. Julien of the School of Mines succeeded in finding a preservative agent which will probably render the obelisk weather-proof for years to come.

The Graduate Club held a meeting last Friday evening at the Arena. Prof. Adolph Cohn of the French department made a short address on "Political Parties in France." There was also a very timely paper read on "Problems in Street-Railway Propulsion," by a member of the Faculty of the School of Mines.

Col. Benjamin, who, according to the register, was the oldest living graduate of Columbia, died last week. He was born in 1804 and was graduated from Columbia in 1827.

Last Tuesday afternoon Mr. Arthur Hollick gave a lecture on "The Historical Development in the Evolution of Plant Life."

TO BE HELD AT TEACHERS' COLLEGE

Convention of the American Association of Physical Culture.

Physical culture has taken such enormous strides during the last few years that it has been brought very strongly before the notice of the reading public. New-York City has proved to be a centre for this new science, for so the followers of physical culture deem it, and in view of this the American Association for the Advancement of Physical Culture has selected this city for its next annual convention, to be held on April 25, at the Teachers' College. Papers will be read by many men prominent in the profession. Discussions will follow the reading of the papers.

There are a number of clinics and similar institutions in the city where diseases are treated by a system of gymnastic movements. These will be visited and a number of schools will also open their gymnasia for their benefit, thus giving an excellent opportunity to witness various methods in their usual surroundings. In addition to this there will be a general exhibition of practical gymnastics in one of the largest halls in the city.

A sub-committee is in charge of this exhibition, composed of the following men and women: Dr. H. S. Petit, Adelphi Academy, Brooklyn; Miss D. Elliot, Berkeley Ladies' Athletic Club, for girls' private schools; Miss Jessie Lines, Pratt Institute, girls' schools in Brooklyn; Dr. McCurdy, Young Men's Christian Association, for Young Men's Christian Associations; Mr. W. Fleck, 212 East Eighty-second Street, for Turnverein; Dr. W. L. Savage, West Fifty-ninth Street, for the New-York public schools, and Miss Jessie H. Bancroft, for Brooklyn public schools.

STEVENS INSTITUTE NOTES.

More Energy to be Devoted to French and German—Good Music This Year.

Exercises at Stevens have been considerably interfered with by the storm, the residences of many of the students and professors being in the suburban towns of New-Jersey.

The Faculty has recently had under consideration the advisability of a change in the department of languages, and has decided to drop Spanish and devote more energy to French and German, as being of more importance in engineering circles.

The class of '95, at a meeting recently, decided to devote the money pledged to the Alumni Building Fund to the purchase of an engine for the electrical laboratory. The need is a pressing one, and the change will greatly increase the efficiency of the electrical experimental course.

The will of the late John Stevens disclosed no bequest to the institute, which is remarkable, considering the great need of the institute in the way of enlargement and increased facilities.

Several charming concerts have been given by the Musical Organization this year. Mr. Greenidge, the manager, has arranged two concerts for the present week, one at Historical Hall, Brooklyn, and the other at Music Hall, Orange.

The sophomore-freshman theatre party went to the Hoboken Theatre last week, and a very enjoyable evening resulted, with honors easy for the sophomores. The altercation between the two classes, which has been greatly exaggerated by the sensational New-York papers, consisted principally of the attempt of a freshman to deprive a sophomore of his cane, whereupon some overofficious Hoboken policemen felt called upon to show their authority by arresting the first student within sight.

THE SMALL COURT BALL

Royal Entertainment in Berlin on a Magnificent Scale.

EIGHT HUNDRED INVITED GUESTS

Elaborate Costumes Worn by Empress Augusta and the Other Women—Grand Display of Jewels.

BERLIN, Feb. 10.—Neither the coldness of the weather nor the dreariness of parliamentary politics has affected the splendor of Court season. The last week was crowded with magnificent fêtes at the Old Castle, and balls and receptions at the palaces of the Court nobility. It is the climax of social gayety, for the short season decreed by the Emperor is fast approaching its close, and by the end of the week the people who make fashion here will be making ready for their trips southward.

The great function of the week was the "small" Court ball on Wednesday evening. It was instituted by Emperor William I. and the Empress Augusta, and an invitation to it is regarded as a mark of special favor. Although nominally small, the list of specially favored guests has been lengthened from year to year, until last week it contained more than 800 names. The scene in the White Hall when the imperial family appeared was more imposing than usual. Conspicuous in the semi-circle of guests were many members of the princely families of Germany, the Ambassadors and Ministers of foreign powers, and the troop of state ministers, and chief officials, with Chancellor Prince Hohenlohe at their head. All the men were in uniform, and the women glistened with diamonds.

The familiar rapping of the Court Marshal's staff was followed by the entrance of the pages. Then came the Emperor leading the Empress, and behind them other members of the reigning house and the high functionaries of the Imperial Court. The Emperor wore the parade uniform of the Body Guards, and the Empress, a cinnamon-colored robe, with a panel of dull silk. A fringe of pearls bordered the robe, panel and train, and headdress, and diamonds studded the diadem which held the long veil in place. The Empress's breastband was the highest Prussian decoration, the Great Star in brilliants. The Prince and Princess Henry of Prussia walked next to the imperial couple, and behind them were the Princess Frederick Charles and Princess Frederick of Hohenzollern. The women in the long line which followed the royal leaders were resplendent in jewels and costumes which far surpassed in magnificence anything seen at the birthday receptions, and probably any Court spectacle since the end of the last empire in France.

After the exchange of greetings with the chief guests, the Empress ascended the dais and gave the signal that dancing should begin. Neither she nor the Emperor danced. The Emperor roved through the hall, speaking with his intimate friends, and occasionally stopping for a long talk with a Minister of State or an Ambassador. He devoted fully half an hour to Chancellor Prince Hohenlohe. The Empress summoned the wives of the Ambassadors to her, and passed most of her time before supper in conversation with them. After the minuet, lancers, gavotte, quadrille, and several waltzes, the guests went to supper, which was followed by a repetition of the former programme, until the close of the ball.

A hardly less splendid affair in its way was the Princess Radziwill's ball, which is supposed to have reached the height of splendor among private entertainments. There were 300 guests, among them many royal Princes and their wives, the Prince and Princess of Fuerstenberg, and all the titled leaders of Berlin's fashionable set. The magnificence of this and other private receptions is regarded as an unmistakable response to the Emperor's declared ambition to make his Court and capital the most splendid in Europe.

Chancellor Prince Hohenlohe's second Parliamentary dinner was given on Thursday. It had a less political and a more general character than his first entertainment. Among the 400 guests were about thirty of the best-known newspaper men in Berlin, and others might have been there had they not seen fit to ignore their invitations. During the three hours which the reception lasted, the Chancellor moved almost incessantly among his guests. He sat down only now and then to converse with some political leader.

The Chancellor had brought most of the Hohenlohe family treasures from his castle at Neuenstein, and they were spread on the tables for the edification of the company. They certainly were of a sort to please the Clericals, whose favor is most coveted by the Prince at present, for the majority of them are religious relics, which bear testimony to the unshaken Catholicism of his house. All were incased in gold-jeweled caskets to protect them from the touch of the curious.

There was a splinter said to be from the cross on which Christ was crucified, a small piece of the sponge which he is known to have offered to Christ on the cross, bones from the bodies of several saints, a gold and sapphire crown of antique workmanship, in imitation of the crown of thorns, and any number of jeweled crucifixes, which once belonged to great men of the Church. Besides these treasures, the Prince had spread out a collection of massive gold plate which his family had gathered through centuries. Everybody who had the good fortune to see the Chancellor's treasures remarked that nobody, after seeing them, could doubt the earnestness of his religious convictions.

The Chancellor had a long talk with Dr. Lieber on the Centre's attitude to the Anti-Socialist bill. He touched also upon Herr von Levetzow's determination to give up the Presidency of the Reichstag in case the Deputies should decline to increase his disciplinary powers. It is understood that he extracted from Lieber a pledge that the Clericals would support Levetzow and his demand for more ample authority. In conversation with other guests, the Chancellor spoke of the new Agrarian movement in favor of bimetallism. To one he said:

"Germany will take no steps in this matter without first reaching an understanding with England. It is useless for me to be for me to make a declaration in the Reichstag in favor of bimetallism, or to tell everybody that I am agreeable to it, while all the time England prevents our doing anything of practical importance."

Hohenlohe's speech to the Deputies in defense of the Elbe's officers and crew has been greeted with enthusiasm throughout North Germany. Everybody seems relieved to find an explanation which reflects credit on the discipline among German seamen and excuses the saving of three sailors to one passenger. Among the incidents brought to light by the wreck is one concerning a relative of the Moltkes, who was lost in the Elbe's steerage. This relative was known in San Francisco, her home, as the daughter of Fred Green.

Years ago Count von Parnckow, a near relative of the Moltke family, emigrated to the United States. He sought his fortune in California, introduced himself in San Francisco as Fred Green, and made an American girl his wife. After a few years of married life he learned that he had inherited an estate on the island of Ruegen. He returned to Germany, reassumed his family name, married again, and got the estate. After making away with most of it he died, leaving the remainder to the four Moltkes.

As the Moltke family knew the Count had a daughter in San Francisco they sent her the portion to which she was entitled legally —some 20,000 marks. The young woman married Capt. Brunsen, soon spent the money, and then came with her husband to Berlin, expecting to find more money due her. She and her husband were robbed in the train on their way to the city. They were almost penniless when they learned from the United States Consul that they had received all that was due them from the estate, and so were just able to get steerage tickets back to New-York.

Mrs. Voigt of Milwaukee was saved from boarding the Elbe by breaking her hip. She had spoken for her berth, and had left her relatives in Schoenberg to go to the North German Lloyd office. She fell in crossing a street, and a cab ran over her. She is still with her relatives.

Despite the protests of the doctors, Prince Bismarck promised a Hamburg deputation on Saturday to accept their torchlight demonstration on April 1. It is estimated now that there will be 10,000 torchbearers. The notices of Bismarck pilgrimages by corporations, guilds, and societies of all sorts have become so numerous that everybody around Friedrichsruh is at his wits' ends to devise means of accommodating the pilgrims. Delegations and excursion parties have been organized by hundreds in all parts of Germany and Austria, and they multiply from week to week. The managers of the railway to Friedrichsruh say that it will be utterly impossible to carry the crowds, and either traffic must be limited by increasing the fares or the jubilee must be extended over several days. The Berliner Neueste Nachrichten proposes that a whole week be devoted to the Bismarck festival.

QUEER POLITICS IN KANSAS

HOW J. RALPH BURTON WAS DEFEATED FOR THE SENATORSHIP.

Remarkable Promises of Patronge Which He Made to Induce Candidates to Withdraw.

WASHINGTON, Feb. 10.—Kansas Republicans who have come to Washington since the election of Lucien Baker as United States Senator to succeed John Martin tell some interesting stories about the struggle which ended in Baker's selection. When the Senatorial candidates assembled in Topeka very little attention was paid to J. Ralph Burton of Abilene, although he had taken possession of several of the best rooms at the Copeland Hotel. Some of the people who thought they knew all about Kansas politics affected to regard Burton's candidacy as a good joke, and for a week or two they indulged in stories at his expense which convinced newspaper readers that the Abilene lawyer was simply "making a bluff."

When the time came for the showing of hands, and it was seen that Burton only lacked a vote or two of securing the coveted honor, there was an awakening which was a great compliment to the men who had carried on the most effective "still hunt" ever known in the politics of the State. The country already knows that Burton's defeat was brought about chiefly through the bad generalship of his managers in permitting an adjournment of the caucus at a critical moment. This adjournment really marked the beginning of a united effort to beat the Abilene man. Some of the candidates deliberately ceased to work in their own interests in order to stir up sentiment against Burton. Telegrams were sent to all parts of the State calling for petitions in opposition to him, on the alleged ground of immorality—a favorite trick in Kansas, by the way—and the response was thoroughly up to expectations.

Some of the men who instigated this movement are not overburdened with morality themselves, but this fact was lost sight of in the furor which followed the discovery that Burton nearly had the Senatorship in his grasp. The Kansas ministers, irrespective of creed, were requested to join the anti-Burton movement, and although probably not one man in a hundred of them knew anything to the discredit of the candidate they added their protests against his election.

On the Sunday following the adjournment and preceding the day when the nominating caucus was to be held, many sermons were preached with Burton as the text. No man in Kansas ever received such a scoring as was administered to this ambitious lawyer by the Kansas preachers. He was held up to public view as an utterly depraved creature, and the intimation was plainly conveyed that if he should be elected the Legislature would have to reckon with the people. It is significant that in the early stages of the campaign no one thought of assailing Burton on other than political grounds. It was only when his star was seen to be in the ascendant that his opponents raised the cry which they knew would produce the desired effect on the church-going people of the State.

In spite of the flood of abuse poured upon him, Burton's friends stood by him until they saw that it was impossible to elect him, and then they succeeded in giving the nomination to a man who had not been mentioned in connection with the honor. It is charged by Burton's enemies that his extraordinary strength in the caucus was due to the more extraordinary promises he made. To Calvin Hood, the Emporia banker, who wanted the position, Burton is said to have made this statement: "Mr. Hood, you do not possess a single qualification for the position to which you aspire, but you have fine financial abilities. If you will withdraw in my favor I will have you appointed Secretary of the Treasury."

"But I do not want to be Secretary of the Treasury, and I do want to be Senator," Mr. Hood is reported to have replied.

Mr. Burton is said to have promised another candidate that, if he would withdraw in his favor, he would have him appointed Minister to Mexico. Other candidates are reported to have been offered equally attractive jobs as the price of their withdrawals. It is believed in Kansas that, until the promises made in connection with Mr. Burton's wonderful canvass could be catalogued, the name of Burton would go into history as that of the most stupendous joker of the age. Burton's campaign is known to have cost him a good deal of money, and his enemies say that he will not soon recover from the blow administered to him, but those who know his capabilities do not feel like accepting this statement. They do not think that he is likely

public prayer. They will die in peace, their bed surrounded by Christian sympathies, and to be carried out by devout men to be buried, and on their grave be chiseled the words: 'Precious in the sight of the Lord is the death of His saints.' And on Resurrection Day you will get up with the dear children you have already buried and with your Christian parents who have already won the palm. And all that grand and glorious history begins this hour. 'Other sheep I have which are not of this fold.'

"I remark again, the Heavenly Shepherd is going to find a great many of His sheep among those who are positive rejectors of Christianity. I do not know how you came to reject Christianity. It may have been through hearing Theodore Parker preach, or through reading Renan's 'Life of Jesus,' or through the infidel talk of some young man in your store. It may have been through the trickery of some professed Christian man, who disgusted you with religion. I do not ask how you became so; but you frankly tell me that you do reject it. You do not believe that Christ is a divine being, although you admit that He was a very good man. You do not believe that the Bible was inspired of God, although you think there are some very fine things in it. You believe that the Scriptural description of Eden was only an allegory. There are fifty things that I believe that you do not believe. And yet you are an accommodating man. Everybody that knows you says that of you. If I should ask you to do a kindness for me, or if any one else should ask of you a kindness, you would do it. Now, I have a kindness to ask of you to-day. It is something that will cost you nothing, and will give me great delight. I want you by experiment to try the power of Christ's religion.

"If I should come to you, and you were very sick, and doctors had given you up, and said there was no chance for you, and I should take out a bottle and say: 'Here is a medicine that will cure you; it has cured fifty people, and it will cure you.' You would say: 'I have no confidence in it.' I would say: 'Won't you take it to oblige me?' 'Well,' you would say, 'if it's any accommodation to you, I'll take it.' My friend, will you be just as accommodating in matters of religion? There are some of you who have found out that this world cannot satisfy your soul. You are like the man who told me one Sabbath after the service was over: 'I have tried this world and found it an insufficient portion. Tell me of something better.' You have come to that. You are sick for the need of divine medicament. Now, I come and tell you of a Physician who will cure you, who has cured hundreds and hundreds who were like you. 'Oh,' you say, 'I have no confidence in Him.' But will you not try Him? Accommodate me in this matter; oblige me in this matter; just try Him. I am very certain He will cure you. You reply: 'I have no especial confidence in Him, but if you ask me as a matter of accommodation, introduce Him.' So I do introduce Him—Christ, the Physician, who has cured more blind eyes and healed more ghastly wounds and bound up more broken hearts than all the doctors since the time of Aesculapius. That Divine Physician here. Are you not ready to try Him? Will you not, as a pure matter of experiment, try Him, and state your case before Him this hour? Hold nothing back from Him. If you cannot pray, if you do not know how to pray any other way, say: 'O Lord Jesus Christ, this is a strange thing for me to do; I know nothing about the formulas of religion. These Christian people have been talking so long about what Thou canst do for me, I am ready to do whatever Thou commandest me to do. I am ready to take whatever Thou commandest me to take. If there be any power in religion, as these people say, let me have the advantage of it.'

"Will you try that experiment now? I do not expect at the point of my discourse say that there is anything in religion; but I simply say, try it—try it. Do not take my counsel or the counsel of any clergyman, if you despise clergymen. Perhaps we may be talking professionally; perhaps we may be prejudiced in the matter; perhaps we may be hypercritical in our utterances; perhaps our advice is not worth taking. Then take the counsel of some very respectable laymen, as John Milton, the poet; as William Wilberforce, the statesman; as Isaac Newton, the astronomer; as Robert Boyle, the philosopher; as Locke, the metaphysician. They never preached or pretended to preach; and yet, putting down, one his telescope, and another his parliamentary scroll, and another his electrician's wire, they all declare the adaptedness of Christ's religion to the wants and the sorrows of the world. If you will not take the recommendation of ministers of the Gospel, then take the recommendation of highly-respectable laymen.

"O men, skeptical and struck through with unrest, would you not like to have some of the peace which brooks over our souls to-day? I know all about your doubts. I have been through them all. I have gone through all the curriculum. I have doubted whether there is a God, whether Christ is God. I have doubted whether the Bible was true; I have doubted the immortality of the soul; I have doubted my own existence; I have doubted everything; and yet, out of that hot desert of doubt I have come into the broad, luxuriant, sunshiny land of Gospel hope, and peace, and comfort; and have confidence in preaching to you and asking you to come in. However often you may have spoken against the Bible, or however much you may have caricatured religion, step ashore from that rocking and tumultuous sea. Come to-day! Admitting and confessing your infidelities, you will not sleep one wink. You do not want your children to come up with your skepticism. You cannot afford to die in that midnight darkness, can you? If you do not believe in anything else, you believe in father's love, mother's love, a wife's love, a child's love. Then let me tell you that God loves you more than them all. Oh, you must come in. You will come in. The great heart of Christ aches to have you come in, and Jesus this very moment—whether you sit or stand—looks into your eyes and says: 'Other sheep I have which are not of this fold.'

"There is a man in this house who said to me: 'Unless God helps me I cannot be delivered. I have tried everything. She but now I have got in the habit of prayer, and when I come to a drinking saloon I pray that God will take me safe past, and I pray until I am past. He does help me.' Every man given to strong drink there are scores of traps set; and when he goes out on business to-morrow, he will be in infinite peril, and no one but the everywhere present God can see that man through. Oh! they talk about the catacombs of Naples and the catacombs of Rome, and the catacombs of Egypt—the burial places under the city where the dust of a great multitude lies; but I tell you, New-York has its catacombs, and Boston its catacombs, and Philadelphia its catacombs. They are the underground restaurants, full of dead men's bones and all uncleanness. Young man, you know it. God help you. There is no need of going into the art gallery to see in the skillful sculpture that wonderful representation of a man and his sons wound around with serpents. There are families represented in this house that are wrapped in the martyrdom of fang and scale and venom—a living Laocoon of ghastliness and horror. What are you to do? I am not speaking into the air. I am talking to hundreds of men who must be saved by Christ's Gospel or never saved at all. What are you going to do?

"Do not put your trust in bromide of potassium, or in Jamaica ginger, or anything that apothecaries can mix. Put your trust only in the eternal God, and He will see you through.

"Again I remark that the Heavenly Shepherd is going to find a great many sheep among those who have been flung of evil habit. It makes me sad to see Christian people give up a prodigal as lost. There are those who talk as though the grace of God were a chain of forty or fifty links, and after they had run out, there was nothing to touch the depth of a very bad case. If they were hunting and got off the track of the deer, they would look longer among the brakes and bushes for the lost game than they have been looking for that lost soul. People tell us that if a man have delirium tremens twice, he cannot be reclaimed; that after a woman has sacrificed her integrity she cannot be restored. The Bible has distinctly intimated that the Lord Almighty is ready to pardon our hundred and ninety times; that is, seventy times seven. There are men before the throne of God who have wallowed in every kind of sin, but, saved by the grace of Jesus and washed in His blood, they stand there radiant now. There are those who plunged into the very lowest of all the hells in New-York, who have for the tenth time been lifted up, and finally, by the grace of God, they stand in heaven, gloriously rescued by the grace promised to the chief of sinners. I want to tell you that God loves to take hold of a very bad case. When the Church casts you off, and when the clubroom casts you off, and when society casts you off, and when business associates cast you off, and when father casts you off, and when mother casts you off, and when everybody casts you off, under the cry for help will bend the eternal God clear down into the ditch of your suffering and shame.

"The Good Templars cannot save you, although they are a grand institution. The Sons of Temperance cannot save you, although they are mighty for good. Signing the temperance pledge cannot save you, although I believe in it. Nothing but the grace of the eternal God can save you, and that will if you throw yourself on it.

"But I turn to outsiders with a hope that thrills through my body and soul. 'Other sheep I have which are not of this fold.' You are not Gospel hardened. You have not heard or read many sermons during the last few years. As you came in to-day everything was novel, and all the services are suggestive of your early days. How sweet the opening hymn sounded in your ears, and how blessed is this hour! Everything suggestive of heaven. You do not weep, but the shower is not far off. You sigh, and you have noticed that there is always a sigh in the mind before the rain falls. There are those here who would give anything if they could find relief in tears. They say: 'Oh, my wasted life! Oh, the bitter past! Oh, the graves over which I have stumbled! Whither shall I fly? Alas for the future! Everything is dark—so, dark, so dark! God help me! God pity me!' Thank the Lord for that last utterance. You have begun to pray, and when a man begins to petition, that sets all heaven flying this way, and God steps in and beats back the hounds of temptation to their kennel, and around about the poor wounded soul puts the covert of His pardoning mercy. Hark! I hear something fall. What was that? It is the bars of the fence around the sheepfold. The shepherd lets them down, and the hunted sheep of the mountain bound in; some of them their fleece torn with the brambles, some of them their feet lame with the dogs; but bounding in. Thank God! 'Other sheep I have which are not of this fold.'

MAN'S DUTY TO HUMANITY.

Prof. Felix Adler Defines General Principles for Conduct.

The last of a series of lectures on social reform was delivered by Prof. Felix Adler yesterday in Carnegie Hall. "Large Claims and Nearer Duties" was the subject. He said:

"I cannot agree that the perfume of charity sweetens the hand that is stained with fraud; that the virtues of spending atone for the sins of acquisition; that even the founding of institutions of learning and of beneficence can condone the nefarious practices, if such there have been, that made these philanthropies possible; that surely it is not true, as the extremists hold, that all incomes under the present industrial system are tainted at the source.

"As to those which have been honorably acquired, the question is pertinent as to what principle should be spent. It is not possible to lay down any hard and fast rules in such a matter, but certain general ideas may be stated.

"We read in the New Testament of the young man who came to Jesus, and asked what he should do to become perfect, and the answer was that he should sell all his possessions, and give them to the poor and follow the Master. Are these words to be taken literally? Have we not nearer duties for those who depend upon us than even toward the poor? On the other hand, the plea of nearer duties is often used as a pretense for the most monstrous selfishness. 'I have a right,' says one, 'to look after my own interests; let others look after theirs.' I have a right, nay, I am in duty bound, to gratify every capricious wish of the members of my household, for it is my duty to make them happy.'

"I would make the following general statements: Nearer duties may give way when they conflict with wider interests. Nearer duties are to be preferred when the discharge of tuem is the condition for the true fulfillment of the larger duties. Insolvent debtors sometimes claim the right to withhold a part of their property on the ground of moral duties to their own families. But they forget that the property thus held in their possession is not really their own, but belongs to their creditors, and that they are no more justified in using it for the support of their households than they would be justified in putting their hands into their neighbors' tills. Moreover, by their actions they weaken the bond of mutual confidence upon which the safety of commercial transaction depends, and thus injure effectually the entire interests of the community.

"It has sometimes been asked whether, in the case of a strike, a non-union man is justified in taking a striker's place. It is urged that the freedom of the American workman to dispose of his labor at any price that satisfies him must be protected. And in this connection the saying is often quoted that 'Half a loaf is better than no bread.' Now, the legal right of the workman to take the striker's place is unquestionable, and should be held inviolable. Violence and intimidation cannot be tolerated. But the question whether the workman has the moral, as well as legal, right to take the striker's place is not settled by such declarations. That depends on whether the strike was justifiable or not, and every one admits now that there are justifiable strikes.

"In case, then, the strike was of this latter description, I believe it to be a grievous moral wrong for any workman to take a striker's place. And I hold that the plea of nearer duties in this case is inapplicable. It is true, sometimes, that half a loaf may be better than no bread, but I think that there is moral right for the workmen who maintain that there are situations in which no bread is better than half a loaf; that it may be better, sometimes, to suffer extreme privation in order to resist unjust depression of wages, in order to raise their class permanently to a higher level.

"On the other hand there are cases when the nearer duty is to be preferred. Namely, when the discharge of it is the condition for the best fulfillment of the larger duties. And it is this consideration that the words of Jesus, above quoted, cannot be taken literally—it cannot be morally obligatory upon us to assimilate our condition to that of the poorest; to transfer our families to tenement houses, and to subject them to the narrowing conditions, to mental and moral impoverishment which would be the consequence. All human progress has been from above downward. The higher goods of life were at first the exclusive possession of the priesthood and the nobility. The middle class slowly encroached upon these privileges. To-day the upper stratum of the working class, constituted chiefly of skilled laborers, is approaching the status of the middle class. And this progress must still continue. We are justified in maintaining the vantage ground which the race has gained, but only on the condition that we are willing, nay, eager, to share these advantages with those who do not yet possess them.

"This law lays especial stress upon the maintaining of the home, where alone can be engendered that three-fold reverence toward superior, equal, and inferior, of which the poet speaks, and which is the epitome of all morality. The fact that so large a proportion of our great cities are without true homes should be a sufficient reason for immediate inquiry into the matter of tenement house reform. And because a certain income is necessary to maintain the home, hence the reason for insisting on the idea of the living wage and for causing public opinion to maintain the living wage.

"Of course, I recognize that such measures are preliminary only to the greater problem before humanity.

"I have pleaded that we should confine our expenditures within the limits of what is needed for a truly humane existence. They tell me that this phrase is an elastic one and can be interpreted by every one as he sees fit. It must be elastic. But those who have the right spirit will interpret it in the right way. If we look at the extreme of extravagance we shall clearly see what to avoid. Surely the lavish prodigality which spends a fortune on a feast or a wardrobe does not conduce to the truly humane existence.

"I cannot see that the mere possession of wealth excuses us from adopting those habits which are conducive to spiritual hygiene. And there are still living in this city persons of lordly fortune who live as simply as the plainest citizen, and thus not only spend their surplus wealth on public benefactions, but exemplify in their daily conduct the pattern of a noble moderation. We cannot afford to go beyond these limits for our own sakes, still less can we afford to go beyond them when we consider the multitude who suffer.

"Let us have ever present before us the thought of the misery that exists about us, and in the face of that thought let us decide what we are justified in expending and what we are not."

A MISSIONARY'S VIEW OF JAPAN

There Is Truth in Its Religion, Says the Rev. L. H. De Forest.

"It is time to quit calling the Japanese heathens," said the Rev. L. H. De Forest, the well-known Japanese missionary, from the pulpit of Plymouth Church, in Brooklyn, yesterday morning. "We should stop preaching and praying and singing and publishing magazines about the heathen Japanese.

"While I still believe ours is the only true religion, I believe there is some truth and revelation in the Japanese religion. As for the Japanese Nation, it has now reached political equality with the civilized nations."

The Rev. Mr. De Forest was for twenty years a missionary in Japan under the American Board of Commissioners for Foreign Missions of the Congregational Church. He had been especially invited to talk from Plymouth pulpit about missionary work in Japan, and, despite the cold and snow, there was a large gathering of prominent members of the church to hear him.

The title of his address was "The Political Situation in the East, and Its Bearing on the Religious Future of China and Japan."

"It may be asked," said the Rev. Mr. De Forest, "what the political situation has to do with the religious future. In no time or place has there been a revelation of God to man that did not have political environment. The revelation which Moses proclaimed from God was 'I am that I am.' But, although many have thought this title was born then, we now find that this same title of the Deity had existed for centuries previously in India and Egypt. But it especially suited the time and the circumstances under which Moses used it.

"So it is with all of the Old Testament prophets. We cannot properly understand them unless we know the existing political conditions. Nine-tenths of the Old Testament is political environment. It is the same with the New Testament. We cannot understand much of Christ's preaching, His crucifixion, or many of the incidents of His life unless we know the political conditions which then prevailed.

"The successful missionary must know the political environment in which he works.

"In the East, the first thing that attracts our attention when we come to look over the political situation is the fact that Japan is the only nation that has come in contact with Christendom without a war. And this in the face of the fact that there was abundant material for war on both sides.

"Some years ago Richardson, an Englishman, was cut to pieces by the soldiers in the suite of a powerful Japanese Prince. The Englishman had been warned that the Prince, with his suite, was coming along the road, and that no one would be allowed to pass the party. But he boasted that he was not afraid, and he rode into the midst of the Prince's party. In all Japan there was not a native who would have dared to be on the road while the Prince was passing. If the Prince's guards had not killed the Englishman, they would never have dared to come again into the presence of their ruler.

"The English demanded the men who had killed Richardson. The reply was that in the conflict it was impossible to tell who were the murderers. So the English and other nations sent gunboats to that Prince's capital—Satsuma—partly destroyed it, killed hundreds of innocent women and children, and took $500,000 indemnity. What could the Japanese do but hate the foreigners who had acted in that brutal manner?

"The Japanese are a peculiar people. They have come up under the idea that they are a divine race. They say of their Emperor that he has stood unshaken in his high place from time immemorial. They have no scientific history of their mythological age. In their schools they teach that they are a divine race, and that their Emperor is descended from the divinities. A Japanese girl in a missionary school was asked what man was made of. She hesitated. 'Man is made out of the dust of the earth,' said the Christian teacher.

"'Very likely that is how you foreigners are made,' responded the little Japanese girl, 'but we Japanese are directly descended from the gods.'

"Why is it there has been no conflict between Japan and Christendom? Because the statesmen sent there by other nations after the country was opened up by Commodore Perry were Christians. There, for instance, was Consul Harris, by whose efforts opium was kept out of Japan. One reason why little Japan has been able to walk over big China in this war is that the moral strength of China has been broken down by the enormous quantities of opium the Chinese have used.

"Another reason why there has been no war between Japan and Christendom is that the young statesmen of Japan have never swerved from upholding their treaty obligations. There has never been any general anti-foreign feeling in Japan. There may have been occasional anti-foreign demonstrations, but they were local. The Government has never permitted any anti-foreign demonstrations. The Emperor gave it out that he was willing that foreigners should enter the country, and to emphasize his position he placed foreigners in high places in the universities. Before Commodore Perry opened up the country to us, the Japanese looked on us as barbarians.

"Japan has been opened up not only to commerce, but also in an astonishing way to the religion of Jesus. This is the more surprising because Christians have been crucified in Japan within the century.

"Japan was the first of the Asiatic nations to give its people a Constitution. In it is an article recognizing the religious liberty of the people.

"international law has now undergone a complete revolution, and under the new treaty with Japan, a non-Christian nation is admitted to a political equality with Christian nations. England was always regarded as the most difficult nation to secure concessions from, but it stepped forward and made a treaty of political equality with Japan. America was always known to be in sympathy with Japan, and now that England has taken the initiative, it is recognized that all other Christian nations must follow.

"The question arises, how shall we missionaries carry on our mission in Japan? The Church must be as polite toward the Japanese religion as Japan has been toward Japan as a State of political equality. The cause of missions, beginning in Japan as a little stream, has grown to be a mighty river All the work of the missionaries is public. If we missionaries make mistakes our cause will be discredited.

"We must revise our ways of thinking and talking about the Japanese. We should no longer call them heathen. Jesus never used the word heathen. We should cease to sing about the Japanese as the heathen who bow down to worship images of wood and stone.

"Our missionary maps are often made in black and white patches, to show how white we are and how black are the people we call heathen. We make our own country white, just as if we had no Lexow committees, no Tammany, no strikes, no vast expenditures for intoxicants, as if we had not 9,800 murders in a single year. With our missionary maps we whitewash ourselves.

"There are 800,000,000 people called heathen, and there are only 300,000,000 Christians. This thing of calling everybody heathen but ourselves, in the interest of Christianity, must stop. If the condition of all the rest of the world we call heathen were as black as printed on our missionary maps, we might as well keep our missionaries home. The missionary fields in Japan are white with the harvest.

"Our forefathers made two divisions of all religions. They called ours true and all others false. It is now recognized that there is truth in all religions.

"I long ago ceased to think of the Japanese religion as a false religion. I still look on our own religion as the only true religion, but I look on theirs as also a revelation of God. As Prof. Harris of Yale said to me when we were discussing the subject, the Japanese religion is not only a revelation, but it was the best revelation God could give in that age and environment.

"The Japanese have had glimpses of the Supreme Being, and now we can lead them on and give them a perfect view.

"Why will the Japanese receive Christ? Because He brings that which Buddhism and Confucianism do not have.

"I have no time to speak of the large question of China. The Japanese Army in China is a missionary army. No army ever behaved so humanely. In spite of Port Arthur and the sinking of the Chinese ironclads, we Christians have never gone through a war without more atrocity. We have never gone through a war without showing a thinner veneer of civilization and humanity.

"The invasion of China by the Japanese will be a great benefit to China. In China there is a general and settled feeling against foreigners. The people hate and are taught to kill what they call the 'foreign devils.' If defeated in this war, China will be opened up to Christianity and Christendom as never before.

"Plymouth Church is linked as no other church is to missionary work in the Japanese Empire. All through Japan, while Henry Ward Beecher was alive, his portrait, his books, were in the studies of the missionaries of the American Board. After his death, the portraits and writings of Lyman Abbott were found also in the homes of these missionaries, and the portraits were hung side by side with those of Mr. Beecher.

"I have no plan of missionary work in Japan to propose to you, as to offer one would be a violation of the invitation under which I address you. This church, however, could just as well have ten times as much influence in Japan as it has had. Now that it is pretty well settled that the American Board will send no more missionaries to that field, this church should have sympathy for and pray for the East as never before."

"AN EPIDEMIC OF DISHONESTY.

Aversion to Honest Labor, Dr. Burrell Says, Is One Cause.

The Rev. David James Burrell preached yesterday in the Marble Collegiate Church, Fifth Avenue and Twenty-ninth Street, on "An Epidemic of Dishonesty." He took for his text the words, "Thou shalt not steal."

Dr. Burrell said that every age was marked by a particular form of sin.

"It seems to me," he continued, "that the prevalent form of sin to-day is dishonesty. We read every day in the newspapers of this epidemic of dishonesty. If all the embezzlers were to pass before us, what a procession it would be! They are not all in stripes, nor all in Sing Sing. The retail embezzlers are in Sing Sing, but the wholesale ones are not.

"If those of our public men at Washington who have defiled their hands with bribes; if those of our municipal lawmakers who a few years ago were honest bartenders, but who now have their country seats and their extensive establishments; if dishonest clerks in banking and mercantile houses, newsboys who play craps and policy, and bet on the races, were to pass before us, what a still greater procession of rogues there would be!

"Then we have grocers using false weights and measures. It has been calculated that 400,000 quarts of milk are brought into New-York daily, and Inspectors say that one quart of water is added to every four quarts of milk.

"The root of all this trouble lies in an aversion to honest work. People desire to get rich too quickly. It has been decreed that man must earn his bread by the sweat of his brow, and any honest man can't get it otherwise. But, unfortunately, that is not the prevalent opinion now.

"That is why we have that great army of tramps everywhere. I don't refer to the weary walker who knocks at your door and asks for some cold lunch. He is not the only one; there is a multitude of rich tramps who, without any visible means of support, have money and spend it lavishly.

"Another thing that lies at the bottom of the present trouble is a loss of the fine sense of honor that should prevail. We hear about gentlemen in these days, but the term is becoming meaningless. It is a thousand times better in these days to be a man than to be a gentleman; there are so many who fall short of the old-time chivalry. Our young men are accustomed to speak about Sir Walter Raleigh when he spread his cloak before Queen Elizabeth. That is the only thing, however, they admire him for, and they forget his other great qualities.

"Thirdly, there is a lack of principle in these day. Principles are the vertebrae and backbone of character. A man that has no sound principles cannot be an honest man. In these days keeping up appearances constitutes the principal part of a man's life, and men are living in brownstone houses when they have not a dollar to their names.

"Then there is a great contempt for the law, both human and divine. What does all this violence on the other side of the river signify? We have elected a reform ticket in New-York, and what does that mean except that we are going to enforce the law? Yet, when on last Sunday some of our billiard hall proprietors were arrested under the law, the same newspapers that have been clamoring for reform for three months cry out against the arrest of these men.

"Our excise and social purity laws should also be enforced as long as they are on the statute books, because all reform is spurious that is not based upon the sanctity of the law."

The preacher then said a lot of talk was heard about an ethical religion.

"There is no such thing," said he, "as an ethical religion. We must believe in God before we believe in God's law, which is recorded in the Scriptures.

"We ministers have prayed for a revival in religion, and we have wondered why the financial crisis through which we are passing is not accompanied by such a revival. Every other financial crisis has been followed by a revival, but this one has not."

THE TRUE RELIGIOUS SENTIMENT

It Must Be Learned, Dr. Parkhurst Says, Like Other Knowledge.

The Rev. Dr. Parkhurst preached yesterday in the Madison Square Presbyterian Church to the usual large audience. He carefully avoided any reference to politics. His text was from John, xiv., 22: "Lord, how is it that Thou wilt manifest Thyself unto us, and not unto the world?" He said:

"It is interesting, and painfully interesting, to observe how much of attention and of close thought one may give to a matter without the heart of the matter and the heart of the thinker coming into perfection of fellowship. And if there is that sort of separateness, you know very well how it takes the vividness out of the perception, warmth out of feeling, and vigor out of action.

"When you hear one man speak, you feel he is not so much treating the topic that is under discussion as he is uncovering to you himself, and speaking forth the reality that he personally incarnates. There is no distance between him and his subject. The two are not so much two as they are one. He is his subject, and his subject is he. They are wrapped in each other. It does not occur to you to try to pull them apart.

"While speaking he has no feeling that he is distince from what he is trying to get before you, and while hearing you have no feeling of it, either. His personal appropriation, or what we call his experience of the reality that he is pressing upon you, has practically made him and the reality one in each other. There is a great deal in this. The way I take to portray it may be inadequate, but at one time or another you must have had a feeling of this in listening to a speaker or reading an author that had his subject coined into the drops of his own blood, and into the tissue of his own mind and heart, and you can use that feeling of yours to help out the lameness of my portrayal. A man is to be called inspired when he speaks in that way.

"The first condition to inspiration is that the man be one with the truth he tells. This ideal has been actualized in the person of Christ, who says, 'I am the Truth.'

"In Christ's teaching, truth and the man who spoke it were identical. In reading St. Paul, you feel that it is St. Paul you are reading, not a report that he has submitted to you, not a theory that he has commended to you, not a telephone dispatch, but St. Paul himself. You feel that his efforts are an attempt to put himself in black and white. A man's personal power is not assured by the truth that he knows, but by the truth that he is. Knowledge is not power, at least in the personal realm, except to the degree that it is experienced by its possessor and incarnated by him.

"By all this various handling of the question we have the matter of experience fairly before us. And now the inquiry that confronts us is, How, in matters of religion, experience is to be acquired? The concrete question needing to be met is, granting that religion is the great truth that it is claimed to be. How can I personally know it as such, how can I be made distinctly conscious of it as a reality?

"Now if there is any branch of industry that you are proficient in, you did not wake up some fine morning and suddenly discover yourself to be an expert in that particular branch of industry. If there is any act or profession of which you have acquired the mastery, or which, I ought to say, has acquired a mastery over you until you are obedient to its impulses and inwardly saturated and alive with all it represents, you took the first step thereto by bending yourself to its lordship and crowding yourself underneath its pressure, and taking care that it and you were separate by no wedge of intrusive interest that tried to make a space and a distance between.

"There may be in it an element of the expensive and the irksome, but you know that in everything like solid, artistic acquisition there is an element of despotism that has to be submitted to, and that the secrets of the realm of art are made over to no one who is not intently alert to catch its revelations. We do not mean to say that many artists go to work in that way, which is but another way of saying that not a great many artists are artists.

"Think of the long road which, for 4,000 years, the human race has been traveling in its efforts to enter into the secrets of the material heavens which overreach us, and with that holy submissiveness of spirit the ear of scientific inquiry has held itself tender to the touch of every luminous whisper that has dropped down upon it from out the quiet and the mystic night sky. What a picture of the attitude of humble waiting in which it becomes us to attend the communications that slip from the spiritual heavens into the listening ear of them that draw nigh with reverent steps and tender hearts.

"Now, it is never to be forgotten that there have been those all along the way down the track of history to whom the actualities of the unseen world have been as distinct in the consciousness and as palpable in the experience as the realities of the natural world are distinct to the scientist, or the realities of the world of beauty present in the experience of the painter, the sculptor, and the musician. Whether you call them prophets or apostles or saints, they are historic facts that in every fair review of the past have to be reckoned with. There are thousands upon thousands that are like them, or in less degree, who were as distinctly held and as experimentally fastened upon by the secret things of the Most High as ever you have been thrilled and overwhelmed when, in the silent watches of the night, you have bared your spirit to the vast presence that fills space.

"Our churches are full of men and women to whom religion is not a matter of experience; who say their prayers, repeat their creed, assemble themselves together when there is nothing in particular to prevent, but men and women who are not held fast in the overpowering grasp of an experience warm and vivid of the great thing of God and the soul; religious dilletantes, who would wonder why it is that the hot simoon of skeptical thought blowing athwart them so easily parches their fruit and withers their buds. An experimental knowledge of religion has got to be learned just as any other experimental knowledge is learned, by prolonged prostration of the soul in quiet, waiting obedience before the divine oracle out from which the disclosure is to come.

"The hope of society is the experience that men have of God, the alone Saviour of society. The world is going to be saved by Jesus Christ, and by the men and women to whom religion means an experience of Divine things.

CONSECRATION TO GOD.

Dr. Hall's Lesson from the Lives of Abraham, Isaac, and Jacob.

The Rev. Dr. John Hall, pastor of the Fifth Avenue Presbyterian Church, preached yesterday morning on "Consecration to God Almighty." His text was Genesis, xxviii., 20, 21, 22:

"And Jacob vowed a vow, saying, If God will be with me, and will keep me in this way that I go, and will give me bread to eat and raiment to put on, so that I come again to my father's house in peace; then shall the Lord be my God: And this stone, which I have set for a pillar, shall be God's house: And of all that thou shalt give me I will surely give the tenth unto thee."

"There were marked diversities in the characteristics and lives of Abraham, Isaac, and Jacob," said Dr. Hall. "Abraham was progressive, influential, and he exercised his power for the good of his people. Isaac was a different kind of a man. He was not prominent in public life, but was of a retiring nature, and was not much in contact with the leading men of his day. He was spared to a good old age, but in the latter days of his life he experienced much suffering. He lost his sight, and he became weak in mind. Jacob was different from both of these men. When we consider his early ways, we wonder that God dealt with him as He did later, and bestowed such benefits upon him.

"When we compare Jacob and Esau, the feeling is in favor of Esau, and we wonder that he was not selected by God for His favors.

"The Bible biographers are so candid, they set the whole facts of the case before us. The life of Jacob shows how much grace can do for a human being. The fact that a person is not prominent is not a reason why we should not think well of him. When you are conscious of sins or infirmities, don't despair or despond. Commit yourself to the same grace, and you will have a sense of God's presence and the peace and honorable prosperity of the patriarchs.

"Esau had fine natural qualities, but he turned his back on God, and they came to naught. Jacob had not fine natural qualities, but he turned to God and God gave him prosperity. It is not how you stand with men, but how you stand with God that should be considered.

"Isaac was about to give his blessing to Esau, but Rebecca had Jacob stand for Esau. The device was effective, but Jacob, in order to get his father's benediction, had to put on the garb of his elder brother. If we want to stand well before Heaven we must put on the garb of our elder brother, Christ.

"When Esau discovered what had been done he was indignant, and plotted to kill Jacob, but Rebecca planned to get Jacob away, and Jacob avoided the snare into which Esau had fallen. He avoided taking a wife from the Canaanites, though he did get a wife from Canaan, but she was of the family of Israel. There is Rebecca's darling son walking to the land of the stranger. He walked over miles the first day, and when night overtook him he lay down, with a stone for a pillow, to rest. Then comes the vision—the dream. Many times God takes us away from earth that we may see the blessings of the life to come. Jacob in the ladder-dream sees a ladder, the bottom on the earth, and the angels of God are ascending and descending that ladder. In this vision the ladder typifies Christ, through whom happy communication is maintained between the children of men and the God in heaven. Our prayers are not wafted on the winds to heaven, and blessings do not come down in rain, but prayers ascend through Christ and blessings come through Christ.

"The Lord God speaks to Jacob from the top of the ladder, telling him He will be with him, and will protect him and give him possession of land and make him the head of a race, and the race will be blessed. The attainment of wealth and eminence among men are not promised to Jacob. When we set up with great display for ourselves we may get what we are aiming at, but we will miss the peace, comfort, and privileges God gives. Men start out in life without considering the Deity, and they fail. Jacob responded to God, expressing faith and vowing consecration. Jacob believed God and had faith in the Divine promises. How does faith come? By hearing and the word of the Lord. So it is with us. Our faith is of the same nature. Our privilege is to believe what the Lord says and have faith in Him. Keep this clearly and distinctly in mind. Failure to believe what God says is unbelief, and we miss the privileges and peace which passeth understanding. On the other hand, to expect Him to do more for us than he says is presumption. Let us avoid both unbelief and presumption.

"Jacob saw the significance of the ladder. We, too, should see it. There was a time when there was no need of a ladder, but then God spoke directly to man; but sin came and created a chasm between God and man. Then Christ came and bridged the chasm. Many men bring misery to themselves by failing to make consecration. They spend their lives in ambitious endeavors and fail. Here is an ambitious man who desires only power. Some men worship gold, and it is just as near and dear to them as Almighty God. We must guard against this idolatry. Consecration marked out by faith must be the path to salvation.

"All we have is God's. The little child is His, and is given back to Him. Jacob had not the splendid opportunity to spread the light that God has given us.

"Consecrate yourselves to God. Take Him to be your God. He is the God of the Bible, the God of Providence, through whose ministrations you have the hope of dwelling with Him forever.

A SERMON TO GOOD TEMPLARS.

The Rev. Dr. Stryker Urges Energetic Work for Temperance.

The Rev. Dr. Peter Stryker delivered a lecture on "Love's Labor Not Lost" before the County Lodge of Good Templars in the Thirty-fourth Street Reformed Church last evening. He said:

"Good people are like Christ and the Apostle John. Their hearts are full of love, and this love prompts them to work for others. These works never cease while they are here, and when in heaven they rest from their labors. These works will follow them as evidence of having lived and died for the Lord.

"This thought was fully illustrated by a reference to the life of Benjamin Rush, a physician born in Philadelphia in 1745, and who died in that city in 1813. He was a man of science, thought, and practical piety, a member of the Presbyterian Church, and he was one of the signers of the Declaration of Independence. He was Surgeon General in the Army of the American Revolution. He was Treasurer of the United States Mint for many years, and a voluminous writer. He was a pioneer in the abolition of slavery, an advocate of the broadest education of women, and was the first to propose a universal peace union.

"But what just now concerns us the most is that he was the great leader in the temperance cause. In the year 1785 he published his famous essay, in which he discussed with singular point and power the evils of intemperance, and the remedy. He told the drunkard of 100 years ago to drink pure, cold water, just as we trying to persuade them to do now. Dr. Rush would be a grand worker now. How he would revel in the great temperance movement of our day!"

The preacher spoke of other influential men who followed the example of Dr. Rush, such as Dr. Lyman Beecher, Albert Barnes, and George B. Cheever. He then alluded to the Washingtonians, the cause of temperance, and more particularly to the Good Templars.

Following this he made an earnest appeal to the young men and young women present to show their interest in the temperance cause, and particularly in the Order of the Good Templars. His closing words were:

"Use your influence to save others. Stretch out your hand to the poor inebriate. Warn the moderate drinker. Call to the young and pure to come to the rescue of the perishing. Let your power be felt. Be a worker, a helper, a savior. Do all this in the name of the great philanthropist, Jesus. Then you will answer the purpose for which you were made, and when you are gone a voice will give comfort to those who survive you, in the words of the Apocalypse, 'Blessed are the dead that die in the Lord from hendeforth. Yea, saith the Spirit, that they may rest from their labors, and their works do follow them.'"

CRITICISES THE REV. DR. RYLANCE

The Rev. J. A. B. Wilson Disapproves of His Ideas About Saloons.

The Rev. J. A. B. Wilson, in the Eighteenth Street Methodist Episcopal Church, said last night, as a prelude to his sermon:

"The most serious complication upon moral questions to-day is the false positions of ministers of the Gospel. Were we united in unequivocal testimony for the truth, as divinely revealed, it would not be difficult to influence legislation in the direction of the highest morality. I think all of us read with deepest regret last Monday the words of the Rev. Dr. Rylance in favor of opening the saloon on Sunday.

"If the fourth commandment has been annulled, will he inform us what disposition has been made of the sixth, seventh, eighth, and of all the others?

"This minister talks of a workable compromise. That may do for practical politicians, but what has an ordained minister of God to do with compromises where truth or morals are involved? Can he consent to any compromise that controvenes the law of God? It is his to lift up a standard for the people, pure and holy, and in patience possess his soul while helping them attain unto it.

"Think of the plan of securing an observance of law by yielding to the clamor of the lawbreakers! To level to their plane instead of bringing them up to the plane of the law! Yet that is what this minister advocates. Will he do the same with all the other commandments and all the laws? And when the class so accustomed to the new order of things finds it restrictive of their 'personal liberty' and sumptuary, he will again, I suppose, favor leveling down, and again and again, until we have no law, but license and anarchy.

"That is the sequence of the logic of this priest of the temple, and he ought to know it.

"'There is a way which seemeth right unto a man, but the ends thereof are the ways of death.' Upon that coast this priest of the 'Apostolic succession,' so called, is evidently a branch pilot, if we may judge from his words, though he declares those few who differ from him to be 'blind guides.' That may be just characteristic, but it reminds one of another Scripture, which says: 'Seest thou a man wise in his own conceits, there is more hope of a fool than of him.'"

DR. BEHRENDS ANSWERS CRITICS

Knows No Gospel Which Summons Him to be a Coward.

The Rev. Dr. A. J. F. Behrends, pastor of the Central Congregational Church, in Hancock Street, near Bedford Avenue, Brooklyn, in a sermon on the Brooklyn strike, three weeks ago, expressed his indignation at the scenes of violence and said that if bayonets could not maintain order, then Gatling guns must be used; order must be had at any cost.

These remarks caused criticism, especially by labor organs, and yesterday, although Dr. Behrends did not make any reference to his critics, he answered them.

The church was crowded, and Dr. Behrends spoke with feeling. His remarks were frequently applauded.

He took for his text the words, "He beareth not the sword in vain."

"The doctrine which makes bayonets and Gatling guns a superfluity and a menace," he said, "must include in its condemnation and hatred all police organization, and must insist upon the overthrow of the judiciary.

"Law without penalty, and penalty without power to enforce it, whether it be a fine or imprisonment, or death, would become the laughing stock of the world in a twelvemonth.

"It is an unmanly and unchristian sentimentalism which denies and deprecates the use of arms in the maintenance of social order.

"The violence which smites a 'scab' smites every man, woman, and child in Broo

THE FINANCIAL MARKETS

Continued Dullness on Speculations, but Prices Steady.

RECEPTION OF THE NEW FEDERAL LOAN

Anticipated Decreased Earnings as the Result of the Great Snowstorm Induces Some Selling.

Speculation on the Stock Exchange last week was exceedingly dull, the intense cold and the snowstorm keeping many operators away from the Street. The industrials led in point of activity, and in the railway list the international stocks were prominent. The tone of the London market improved somewhat, and there was a very fair foreign buying at times. Fluctuations were narrow and the changes, compared with a week ago, are not material.

Interest was absorbed in the hourly reports from Washington concerning the possibility of financial legislation, but when the defeat of the Springer bill was announced it had little or no influence on the market. The President's message announcing the new Government loan was recognized as timely, and the only criticism concerned the unexpectedly high rate of interest. Blame for this, however, was promptly put where it belonged. After the first disappointment, reflected in slightly lower prices, the market steadied and the Street congratulated itself on the fact that the country possessed in its Executive a man capable and willing to uphold the financial integrity of the Nation.

The heavy snowstorm put a stop to railway traffic in many parts of the country, and the result will, of course, be shown in earnings of the chief roads. This caused some selling of stocks by the bear interest, but legitimate investors showed no disposition to part with their holdings. The foreign exchange market was heavy, and rates are now below the point where gold can be exported at a profit. This of course was due to the arrangements for the placing of a large part of the new loan abroad. The disposition toward better rates for money is a satisfactory element in the situation.

Incidents of the week included the removal of Mr. Greenhut from the Distilling and Cattle Feeding Company and the subsequent announcement of a committee for the prompt reorganization of the property. The action of Judge Grosscup in summarily dismissing Mr. Greenhut after it had been shown that he was a heavy short of the stock of the company, and his comments on the deception which had been practiced on the court, were particularly refreshing to a large body of long-suffering stockholders. The appointment of receivers for the Norfolk and Western had been anticipated for some time, and had little disturbing influence, the stocks of the company selling already on a receivership basis. The defeat of the bill in Congress for refunding the debt of the Union Pacific Company caused the stock to decline to the lowest point it has yet touched.

The following gives the highest and lowest prices for the week and the closing prices for the corresponding week last year:

	High- est.	Low- est.	Closing Feb. 10. 1894
Alton & Terre Haute	38	38	38
American Cotton Oil	26	19¼	28½
American Cotton Oil pf	64	64	67
*American Sugar Refining	93¾	91¼	80⅛
*American Sugar Ref. pf	93	92	82¼
*American Tobacco	96¼	72	93
American Tobacco pf	106	106	93
Atchison, Top. & Santa Fé	4⅝	4¼	11⅜
Atlantic & Pacific	⅝	⅝	1¼
Baltimore & Ohio	62½	62½	70
*Bay State Gas	2	1¾	..
Canada Southern	49¼	48⅝	50
Central Pacific	13½	12⅞	..
Chesapeake & Ohio	17¼	16⅛	17¾
Chicago Gas	76	73⅜	64
Chicago & Northwestern	97⅝	94⅜	102¾
Chi. & Northwestern pf	143¾	143¼	140¼
Chi., Burlington & Quincy	75⅞	74¾	75¾
C., C. C. & St. Louis	38¼	37¼	36½
C., M. & St. Paul	57⅛	55¼	58
C., M. & St. Paul pf	118	118	118
Chi., Rock Island & Pac.	62¾	61⅞	66⅞
Colorado Coal & Iron, Dev.	6	6	10
Columbus, Hock. Val. & T.	20⅛	19½	19½
Columbus, H. V. & T. pf	61	60¼	..
Consolidated Gas Co	128½	127¼	124½
Delaware & Hudson	130⅞	128¾	136¾
Delaware, Lack. & West	160¾	159½	169
Denver & Rio Grande pf	35¼	34½	30¼
Distilling & Cattle Feeding	10¼	9¼	29
Edison Elec. Ill. of N. Y.	100¼	99	95
General Electric	30	28	35⅞
Green Bay & Winona, t. r.	1⅞	1⅞	..
Iowa Central	6½	6	7¼
Iowa Central pf	20	20	26⅝
Laclede Gas	27	25½	15½
Laclede Gas pf	84	83	62
Lake Erie & Western	16	16	15½
Lake Erie & Western pf	70½	70	..
Lake Shore	138⅝	137¼	127
Long Island	84½	84	98½
*Long Island Traction	10½	8¾	..
Louisville & Nashville	54	51¾	46⅛
Louisville, N.-A. & C. pf	23¾	21¾	34¾
Manhattan Con	109⅞	107¼	121
Minn. & St. L., all as. pd.	27	27	..
Missouri Pacific	23¾	21	22½
Mo., Kan. & Texas	14½	13⅜	13⅝
Mo., Kan. & Texas pf	22¾	22⅝	23
*National Lead Co	32½	29½	29½
*National Lead Co. pf	82¾	81⅜	75
National Linseed Oil	18½	18	22
New Orleans, Mob. & Texas 1st pf	47	47	..
New-Jersey Central	89½	88½	115
New-York Central	99⅝	99⅜	99½
N. Y. & N. E. all as. pd.	31½	29⅝	..
N. Y. & N. H	196	196	..
N. Y., Chi. & St. Louis	13¼	13¼	15½
N. Y., L. E. & W	10¾	9½	15½
N. Y., Sus. & West	14	13	15½
N. Y., Sus. & West. pf	39½	38	45
Norfolk & Western	4¼	2⅛	..
Norfolk & Western pf	14	13	20⅝
North American	3½	3½	4⅛
Northern Pacific	3¾	3⅛	4¼
Northern Pacific pf	16½	15¾	17½
Ontario & Western	16⅝	16	15½
Pacific Mail	22¼	20½	17½
Peoria, Dec. & Evansville	3	3	4½
Phila. & Reading	10⅜	9¼	21⅛
P., C., C. & St. L	16¼	16¼	..
P., C., C. & St. L. pf	46½	46½	48½
Pitts., Ft. W. & Chi	157½	157½	..
Pull. Palace Car Co	155	155	167½
St. L. Southwestern pf	8⅝	8⅝	8¾
St. Paul & Duluth pf	90	90	..
St. Paul & Omaha	32⅞	30	37
St. Paul & Omaha pf	110½	109¼	112
Silver Bullion certificates	60½	60½	..
Southern Pacific	18	17½	22¾
Southern Railway	10⅝	9⅝	..
Southern Railway pf	32¾	31	..
Tenn. Coal & Iron	14⅞	14⅝	17⅞
Texas Pacific	9⅛	8½	8⅝
T. A. & N. M.	1⅝	1⅝	..
Union Pacific	9¾	8¼	17¾
U. P., D. & Gulf	3¾	3¾	..
United States Cordage	5⅝	4⅜	..
U. S. Cordage pf	9	7½	..
U. S. Cordage gtd	17¼	15⅛	..
United States Rubber	44¼	42⅜	38
*U. S. Rubber pf	94½	94	80
United States Leather	9½	9¼	..
*U. S. Leather pf	63⅜	62⅜	..
Wabash	6½	5⅞	7
Wabash pf	14	13¼	14
West. Union Telegraph	89	87½	82⅞
*West. Union Beef	7	7	..
Wheeling & Lake Erie	10¾	10	12¾
Wheel. & Lake Erie pf	38¼	36	48⅞

THE MONEY MARKET.

The money market was more active and firmer. Call loans were made at 1¼@3½ per cent., the average being something over 1½ per cent.

Time money was in good demand. Quotations were 2 per cent. for thirty days, 3 per cent for sixty to ninety days, 3½@4 per cent. for four months, and 4@4½ per cent. for five to seven months.

Commercial paper was in better supply, and the demand was also improved. Rates were 3½ per cent. for sixty to ninety days' indorsed bills receivable, 4@4½ per cent. for four months' commission house names, 4@5 per cent. for prime four months' single names, 4½@5 per cent. for prime six months', and 7 per cent. and above for good four to six months' single names.

The Bank of England statement on Thursday showed an increase in bullion of £855,080, and the percentage of reserve to liabilities, which the previous week was 49.12, became 70.11. The bank's minimum rate of discount remains unchanged at 2 per cent. The Bank of France gained 20,825,000f. in gold and 1,375,000f. in silver.

FOREIGN AND DOMESTIC EXCHANGE.

Foreign exchange was unsettled, in consequence of rumors in connection with the new Government loan, announced on Friday. The posted rates for sterling were reduced to $4.87½ for sixty-day bills and $4.89 for demand. Actual business was done on Saturday at $4.87@$4.87¼ for sixty-day bills, $4.88@$4.88¼ for demand, $4.88¼@$4.88¾ for cable transfers, and $4.85½@$4.89 for commercial.

In Continental exchange, francs were quoted at 5.17½ for long and 5.15⅝ for short, reichsmarks at 95 3-16 and 95 7-16, and guilders at 40¼ and 40½.

New-York exchange was quoted as follows: New-Orleans—Commercial, 50 discount; bank, par. San Francisco—Sight, 12½; telegraphic, 15. Chicago—15c premium. Boston—5c premium. Savannah—Buying, 1-16c discount; selling, 1-16@⅛c premium. Charleston—Buying, par; selling, ⅛c premium. St. Louis—50c premium bid; offered at 75c.

BULLION STATISTICS.

Silver bullion certificates were quoted at 59¾ bid on Saturday.

The commercial price of bar silver was 59⅝c per ounce. Mexican dollars were quoted at 48½c.

In London bar silver sold at 27⅜d per ounce.

The imports of gold since Jan. 1 have been $584,042, and the exports for the same period $26,588,747. The net exports, therefore, have been $25,004,705.

THE BANK STATEMENT.

The weekly statement of the New-York City Associated Banks, issued on Saturday, showed a decrease in reserve of $2,985,275. The banks now hold $33,766,225 more than the legal requirements. The changes in the averages show a decrease in loans of $5,758,800, an increase in specie of $708,400, a decrease in legal tenders of $6,746,300, a decrease in deposits of $12,210,500, and an increase in circulation of $133,400.

The following is a comparison of the averages of the New-York banks for the last two weeks and for the year:

	Feb. 9, '95.	Feb. 2, '95.	Feb. 10, '94.
Loans	$484,586,600	$490,345,400	$432,585,000
Specie	82,263,900	$1,555,500	107,799,700
Legal t'd's.	85,191,000	91,937,300	111,378,100
Deposits	534,754,700	546,965,200	534,176,400
Circulation.	11,505,300	11,371,900	12,422,600

The following shows the relation between the reserves and the liabilities:

	Feb. 9, '95.	Feb. 2, '95.	Feb. 10, '94.
Specie	$82,263,900	$81,555,500	$107,799,700
Legal t'd's.	85,191,000	91,937,300	111,378,100
Total reserve	$167,454,900	$173,492,800	$219,177,800
Reserve req'd ag't deposits	133,688,675	136,741,300	133,544,100
Excess reserve above legal requirements.	$33,766,225	$36,751,500	$85,633,700

The following table gives the surplus reserve at this date for a series of years:

1895	$33,766,225	1890	$9,858,900
1894	85,633,700	1889	14,152,975
1893	17,249,575	1888	20,143,275
1892	33,653,825	1887	18,609,600
1891	20,242,675	1886	34,468,000

CHANGES IN STOCKS.

ADVANCED.

Alton & Terre Haute	2
Edison Electric Ill. of N. Y.	1¼
L., N. A. & Chicago pf	1¼
P., C. & St. L. pf	2¾
United States Rubber	1
United States Rubber pf	1¼

DECLINED.

American Cotton Oil	1
American Tobacco	1
American Tobacco pf	1⅞
Central Pacific	1⅛
Chicago Gas	2¼
Chicago & Northwestern	2¼
Chicago, Burlington & Quincy	1⅛
C., C., C. & St. L.	1⅝
Chicago, Mil., & St. Paul	1⅝
Chi., Rock Island & Pacific	1½
Delaware, Lack., & Western	3⅛
General Electric	1⅝
Laclede Gas pf	1½
Lake Shore	1⅝
Long Island	1
National Lead	2
New-Jersey Central	1⅞
N. Y., Sus. & Western	1
N. Y., Sus. & Western pf	2
Norfolk & Western	2¼
Pacific Mail	1¾
St. Paul & Omaha	3¼
St. Paul & Omaha pf	1¼
Southern Railway pf	1⅜
United States Cordage	1½
United States Cordage pf	2
United States Cordage gtd	3⅝
United States Leather pf	1
Wheeling & Lake Erie pf	1¼

CHANGES IN BONDS.

ADVANCED.

Chicago & Erie 1st	1¼
Chicago Gas, L. & C. 1st	1
Columbus, Hocking Valley & Tol. 5s	1
Consolidated Gas, Chicago 1st	1½
Denver & Rio Grande 4s	2
Houston & Texas 1st 5s	1⅜
Kansas Pacific 1st, Den	1¾
Lehigh & W. B. con. as	1
N. Y., N. H. & H. deb. cfs	1½
Northern Pacific 3d, c	1½
Northern Pacific Con	1⅜
Northern Pacific & Mon. 1st	2
Northwestern ext. 4s	2¼
Reading 1st pf. inc	1¾
Reading 2d pf. inc	1¾
Reading 3d pf. inc	1⅜
Richmond & Danville 6s	1
St. Louis Southwestern 1st	1⅜
Union Pacific 1st, s. f.	1½
Union Pacific ext. s. f. 8s	1
Wisconsin Central 1st	2½

DECLINED.

Central Pacific 6s, 1896	1⅜
Chicago & Erie inc	1
Chicago, Bur. & Quincy, Neb. ext. 4s	1
Cin., D. & Ir. 1st	1½
Equitable Gas, Chicago 1st	1
Erie 2d cn. cfs	1½
Ft. Worth & D. C. 1st	1½
Kansas Pacific Con	5
New-York, C. & St. Louis 1st	1½
Oregon Short Line & U. N. Con	2
St. Paul & Omaha Con	1
St. Paul, M. & M. 1st Mon. 4s	1
South Carolina & Georgia 1st	1½
Texas Pacific 2d	1
Toledo, Ann Arbor & N. M. 1st, t. r.	1
Union Pacific 6s, notes	3½
Union Pacific, Denver & G. 1st	3½
United States Leather 6s	2

BULLION HOLDINGS IN EUROPE.

The following indicates the amount of bullion in the principal European banks last week and the corresponding date in 1894. The figures are received weekly by cable by The Commercial and Financial Chronicle:

BANK OF ENGLAND.

	Gold.	Silver.
Feb. 7, 1895	£36,801,800	.....
Feb. 8, 1894	28,447,469	.....

BANK OF FRANCE.

Feb. 7, 1895	85,657,673	£49,437,384
Feb. 8, 1894	68,270,000	50,451,000

BANK OF GERMANY.

Feb. 7, 1895	40,944,000	13,648,000
Feb. 8, 1894	33,323,250	11,107,750

AUSTRIA-HUNGARY.

Feb. 7, 1895	16,119,000	13,760,000
Feb. 8, 1894	10,168,000	16,257,000

NETHERLANDS.

Feb. 7, 1895	4,108,000	6,889,000
Feb. 8, 1804	4,230,000	7,012,000

BELGIUM.

Feb. 7, 1895	3,504,667	1,752,333
Feb. 8, 1894	3,068,667	1,534,333

SPAIN.

Feb. 7, 1895	8,004,000	11,530,000
Feb. 8, 1894	7,918,000	7,246,000
Total last week	£195,139,140	£97,016,717
Corresponding week 1894	155,425,366	93,618,083
Week ending Jan. 31, 1895	192,620,727	90,750,465
Corresponding week 1893	154,315,068	93,531,583

FOREIGN TRADE FIGURES.

Following are the returns of foreign commerce at the port of New-York for the week ended Friday last, and since the beginning of the year, compared with the returns of the corresponding periods of last year:

Imports of Dry Goods and General Merchandise.	
Week ended last Friday	$9,698,195
Corresponding week 1894	7,337,778
Since Jan. 1, 1895	60,133,525
Corresponding period 1894	46,276,923
Exports of Domestic Produce.	
Week ended last Tuesday	7,306,318
Corresponding week 1894	6,137,244
Since Jan. 1, 1895	30,989,621
Corresponding period 1894	36,331,054
Imports of Specie.	
Week ended last Friday	41,353
Corresponding week 1894	111,778
Since Jan. 1, 1895	673,097
Corresponding week 1894	830,919
Exports of Specie.	
Week ended last Friday	701,721
Corresponding week 1894	1,589,574
Since Jan. 1, 1895	26,159,638
Corresponding period 1894	7,620,221

CLEARING HOUSE COMPARISONS.

Clearings for week ending Feb. 9	$483,820,835
Balance for week ending Feb. 9	33,512,297
Clearings for week ending Feb. 2	579,638,986
Balance for week ending Feb. 2	58,656,683
Clearings for week ending Jan. 26	495,021,033
Balance for week ending Jan. 26	30,706,236
Clearings for week ending Jan. 19	513,861,063
Balance for week ending Jan. 19	34,995,334
Clearings for week ending Jan. 12	532,017,491
Balance for week ending Jan. 12	33,043,909
*Clearings for week ending Jan. 5	565,487,196
*Balance for week ending Jan. 5	44,331,202

*For five days.

THE ALBANY MARKET.

ALBANY, Feb. 9.—The market for local stocks was weak during the last week. Very few buying orders appeared, and, on offerings of small amounts, prices declined materially. Consolidated Car Heating stock sold at 20. Two lots of 100 shares each were offered; 100 shares were purchased at this price by parties who have made an examination of the condition of the property and who are of the opinion that they have obtained a bargain. The other 100 shares were withdrawn. The price recovered 5 per cent. of the decline and closed to-day at 35, bid. Manhattan Oil declined 5 per cent. for the asked price, to 35. Walter A. Wood was offered, and it was found that the bids that were in the market for it were withdrawn. The asked price has declined from 75 to 60. Albany Railway is quoted ex dividend. The local bond market holds firm. There has been no increase in the offerings. Investment orders during the week were supplied at current prices.

Messrs. J. S. Bache & Co., 47 Exchange Place, New-York, report closing quotations as follows:

	Bid.	Asked.
*Albany City 6s, 1915-1919	130	..
*Albany City 4s, 1920-1930	108	..
Albany Insurance Company	110	115
Albany Cold Stor. & Ware. Co.	100	..
Albany Railroad stock	116	117
*Albany Railroad L. cn. 5s	105½	..
*Albany Railroad deb. 6s	118	120
Albany Safe Dep. & Storage Co.	105	..
Celluloid Company	60	65
Commercial Insurance Co.	100	101
Commercial Union Telegraph Co.	95	100
Consolidated Car-Heating Co.	35	40
Consolidated Transfer Co.	..	40½
Hudson River Telephone Co.	..	49
Municipal Gas Co., Albany	136½	138
*Municipal Gas Co. of Albany 6s, 1906	111	112½
Manhattan Oil Co. of Lima, Ohio.	..	35
New-York Air Brake Company.	..	10
Saranac & Lake Placid Railroad.	..	65
*Thompson Pulp & Paper Co. Mill 6s, 1895	100	..
Ulster & Delaware 5s	100	100¼
Union Elec. Rail. of Saratoga	..	25
Union Elec. Rail. of Saratoga 6s, 1922	100	..
Union Ry. Co. of N. Y.	115	130
*Union Ry. Co. of N. Y. 5s of 1922	105	105½
*Watervliet T. & R. R. gtd. 6s	112½	..
*Watervliet T. & R. R. 2d mtg.	111	112
*Westchester Elec. R. R. gtd. 5s, 1943	100	101
Albany City National Bank	..	100
Albany County Bank	128	131
First National Bank	165	165½
Mechanics & Farmers' Bank	402	..
Merchants' National Bank	183	190
National Commercial Bank	330	..
National Exchange Bank	115	120
New-York State Bank	200	..
Park Bank	125	..
South End Bank	00	80
TROY SECURITIES.		
Citizens' Steamboat Co.	..	225
Troy Railroad Co.	81	82
*Troy City Railroad 5s, 1942	105	..
Troy Gas Co.	125	125½
*Troy Gas Co. deb. 6s	115	116
*Troy Gas Co. cn. 5s	100	..
Troy Telephone & Cable Co.	90	..
United Shirt & Col. Co. 6s, 1895	100	..
Walter A. Wood & Co.	..	60
West Troy Water Works 6s	100	..
Central National Bank	115	120
Manufacturers' National Bank	210	220
Manufact. Nat. Bank of Cohoes	140	170
Mutual National Bank	175	185
National State Bank	195	200
National Bank of Troy	..	100
National Bank of Cohoes	..	130
National Bank of West Troy	..	125
People's Bank of Lansingburg	130	..
Troy City National Bank	152½	160
United National Bank	205	..
Union National Bank	115½	..

*And accrued interest.

THE PROVIDENCE MARKET.

PROVIDENCE, R. I., Feb. 9.—The local stock market continues inactive, with no particular transactions. The bank stock list is receiving no attention, and, with the exception of a light inquiry for Gorham Manufacturing preferred and the Illuminating Manufacturing preferred and the Illuminating stocks, there is no disposition to infirmer, and the ruling rate for commercial paper is 5 per cent. Call loans between banks are quoted at 3 per cent. and loans on cotton at 6 per cent.

Messrs. J. S. Bache & Co., 47 Exchange Place, New-York, report official closing quotations as follows:

BANKS.

	Bid.	Asked.
American	47	49
Atlantic	30	..
Blackstone Canal	25	27
City	63¾	65
Commercial	48	50
Eagle	53¼	..
Fifth	49¾	..
First	..	117
Fourth	119	..
Globe	53	..
High Street	59	..
Jackson	20	..
Lime Rock	117	..
Manufacturers'	136	..
Merchants'	59½	..
Mechanics'	..	52½
National Exchange	100	..
National North America	42	44
National Commerce	47	49
Old	113	117
Phenix	72	..
Rhode Island	25	26¼
Roger Williams	69	..
Second	..	135
Third	95	100½
Traders'	38	..
Westminster	57	..
Weybosset	..	52

TRUST COMPANIES.

Industrial	*100	105
Mercantile	30	..
Union Trust Company	50	..

RAILROADS.

N. Y., N. H. & Hartford	195	198
N. Y., N. H. & H. deb. bonds	130½	..
Prov. & Spring	..	105
Pawtuxet Valley	145	..
Providence & Worcester	240½	253
Prov., Warren & B.	117	..

MANUFACTURING COMPANIES.

American Screw	..	205
American Supply	..	70
Armington & Sims	..	50
Gorham Mfg. pf.	110	113
Nicholson File	50	..
Nat. & Prov. Wors. pf.	98	102½
Nat. & Prov. Wors. 6s	100	..
Pawt. Hair Cloth	34¾	..
R. I. Perkins H.-S.	94	98
R. I. Perkins H.-S. pf.	105	107½

INSURANCE.

Equitable	45	50
Merchants'	45	52
Prov. Washington	45	50

GAS AND ELECTRIC.

Narragansett Electric	79½	79½
Providence Gas	81½	..
Pawtucket Gas	79	..
Providence Telephone	90¼	91½
R. I. Electric Protect.	..	130
Woonsocket Electric	105	110½

MISCELLANEOUS.

Continental Steamboat	66	78
F. & Ston. S. S.	*146	149
R. I. Safe Deposit	..	100

*Ex dividend. †Ex 20 per cent. liquidation.

THE PITTSBURG MARKET.

(Reported by Messrs. Dick Brothers & Rea, 30 Broad Street, New-York.)

PITTSBURG, Feb. 9.—To-day ended another exceedingly dull week in home securities. Transactions were at no time important, and price changes were of no special significance. The money situation also reflects very little change of feeling, but authorities still talk higher rates at the local institutions. The closing bids were: Philadelphia Gas, 17⅞; Citizens' Traction, 58; Birmingham, 13⅝; Duquesne, 28; Westinghouse Air Brake, 126, and United States Glass, 19¼.

ON THE LONDON EXCHANGE.

LONDON, Feb. 10.—The rates of discount last week were 1¼ for three months and ½ for thirty days. Rates hardened on the Continental Bourses, too, in view of the gold shipments for the United States loan. The silver market was weaker, and revealed no demand. Business on the Stock Exchange was inactive. Consols rose ⅜.

Trading in American railroad securities was dull and merely reflected the movements in New-York. Denver and Rio Grande, and Missouri, Kansas and Texas rose ¼ each; Norfolk and Western, and Northern Pacific fell 1 each; Central Pacific, Atchison A bonds, and Union Pacific, ¾ each; Atchison shares, Erie, and Wabash preferred, ¼ each.

REDEEM THE GREENBACKS

Long-Term Low-Rate Gold Bonds Should Be Issued.

OPINIONS OF PROMINENT BANKERS

Comments on Mr. Cornwell's Reform Club Address—A General Assent to the Plan of Issuing Bonds.

The proposition now so generally accepted as incontestable that the Government must provide ofr the redemption of the legal tenders by the issue of long-term gold bonds, which would be available as the basis of national bank circulation, was very well and clearly set forth by Mr. William C. Cornwell, President of the City Bank of Buffalo and of the New-York State Bankers' Association, in his address before the Reform Club in this city on Dec. 29. Briefly stated, Mr. Cornwell's plan is to issue $500,000,000 2½ to 3 per cent. gold bonds, cancel the legal tenders with proceeds thereof, allow banks to issue currency to a percentage of 150, instead of 90, per cent. on the bonds—total circulation to be limited by capital. This address, printed in a little pamphlet, with the title, "A Way Out," was mailed to a large number of bankers throughout the United States, with the request that they would send to The Times a brief statement of their views. In addition to those already printed in The New-York Times, the following are selected from the large number of replies received:

James E. McClure of Montrose, Col.

The Bank of Montrose,
Montrose, Col., Jan. 28, 1895.

To the Editor of The New-York Times:

I beg to acknowledge receipt of the pamphlet entitled "A Way Out" by President Cornwell of the Bankers' Association of New-York. It recommends an issue of $500,000,000 of gold bonds, the retirement of the greenbacks and Treasury notes, and the permission to national banks to issue circulation to the extent of $150 for each $100 of bonds deposited. This is an acknowledgment that more money is needed; the proposition contemplates an increase of credit money only.

We believe the trouble to be from a fundamental cause, an inadequate supply of primary money.

When all the gold of the world used as money can, if melted down, be stored in a vault 12 feet high by 20 feet wide by 50 feet long—$3,700,000,000—and this is to serve the needs of one and a half billion of people, equivalent to but $2.47 per capita, can there be any wonder that there is a scramble for gold?

The world's production of gold last year was $151,000,000, being the stupendous sum of 10 cents per head, had all been coined into money. Of this meagre sum there was, of course, a large percentage used in the arts, and doubtless an amount greater than the remainder was lost by fire, sea, and abrasion, leaving no perceptible gain, but rather a loss in the world's supply. The population is increasing; the gold decreasing, and its value appreciating; property shrinking, wages falling, corporations tumbling, manufacturers losing, debts augmenting, and defaulting and intense suffering everywhere, and the fools who have the money cannot see the gathering cloud.

It is a bad state of affairs when great masses of people become embittered against their lawmakers and authorities in control. Such is the condition in America to-day. Those who can and should grant relief to the country are impotent or indifferent or mistaken. The tension and high pressure cannot always last, and permanent relief can only come through the increase of our primary money by the free and unlimited coinage of both silver and gold.

There has been much misrepresentation by designing monometallists as to the quantity and cost of silver produced, and many misleading statements promulgated of the prodigious expenditures by the Government in building vaults to store the same. It is thought to be dug out like iron and copper and lead, whereas the truth is that the world's accumulations of silver for the past 6,000 years, as estimated by the Secretary of the Treasury, can be stored in one of the safety depositories of New-York City. It requires the appalling space of 48 by 60 by 100 feet—$3,800,000,000. (Read, if you please, Coin's Financial School, the campaign book of 1896.)

The world's production of silver last year was $184,000,000, or 12 cents per capita if all had been coined.

This silver production of the United States for the same period was $70,000,000, (Colorado producing one-fourth, or $17,500,000,) equivalent only to an average corn crop of the State of Iowa. Does there appear to be anything very alarming about this?

The gold production of the United States last year was $37,500,000. (Colorado, I am proud to say, being the first gold State of the Union, yielded one-third, or $12,500,000.)

Our production of gold, $37,500,000, is about enough to supply England's demands upon us for ninety days; it leaves nine months of the year to draw upon the principal stock. When the principal has all been drawn from us, what are you going to do?

Issue more bonds?

The error, Sir, is in the national folly of a single money standard. We are getting the effect of "the crime of '73."

What if we should have more silver money than gold for a little while, who cares so long as it is primary money; the full equivalent and equal as a legal tender for all debts, public and private? Let the silver and silver certificates pay debts, and make up bank reserves, and what more do we want? The gold is leaving us rapidly, under a single standard—it could not go faster under a double, but would certainly return in the course of time under prosperity. Silver is good money when the law makes it so without any discrimination. The trouble with this house is in its foundation, one-half the stones are taken away and the other half cornered by the Treasuries of the many Governments and the few rich, and the whole structure is toppling in the storm. New-York bleeds the Nation of its gold and England bleeds New-York. Who is ahead?

We don't object to an issue of low-rate coin bonds, payable at the option of the Government to tide over, thus preventing suspension of payment; the bonds, understand, to be payable in coin, not gold, nor do we object to the issue of bank notes at par against bonds deposited, but we insist upon the full and absolute restoration of silver without the slightest discrimination.

Think of the doubtful loans held by the New-York banks to-day under the existing conditions. With them it is well known that railroad stocks and bonds are a favorite class of collateral, and only last year, from January to September, thirty-one of these railroads were sold out under the hammer, and thirty-two others were turned over to receivers, involving in all about $617,000,000. It is also well known that manufacturers have been largely carried by banks in the country over, and who is not aware of the general paralysis in these particular industries—the inevitable result of the demonetization of silver and the adoption of a single gold standard? And these national bankers, these financiers, and wise men, owing, as they do, $6 for every dollar of capital and surplus, carrying the heaviest line of debts as compared to their capital of any class on the face of the earth, and the odd dollar tied up in the doubtful loans, crying out and vigorously antagonizing the legitimate increase of a good, safe, sound, substantial primary money with which to meet their obligations.

Everybody knows the national banks could not meet their obligations if they had to pay exclusively in gold and the gold so scarce. I know of one national bank of your city having a capital of about $2,000,000 which carries a loan of over $200,000, bad to-day, unproductive, a burden and an eyesore, that, were silver restored, would be worth par. This is but a sample, one out of the many held and nursed along by weak banks, dead weights under the prevailing depression. Of all the men who, consulting their own interests, should favor the free coinage of silver, the man who is most heavily in debt is certainly the one, and the banks are the heaviest debtors of all. They should be the first to come to its support. How many, indeed, if the full truth were known, have their full capital and surplus, as advertised, unimpaired? The fact that 600 banks closed their doors in one year following the shutting down of the Indian mints should of itself awaken the bankers, the legislators, and the people to the seat of the trouble. The bankers' magazines have been on the wrong track for years. Can it be possible the bankers of the country have been unwittingly misled by a few malicious leaders, and is there no patriotism to be found among our American bankers? Which is the better, I inquire, that gold should be at a premium or silver at a discount? Both, when coined, by an act of Congress can be made lawful money. From 1792 to 1873—eighty-one years—371.25 grains of pure silver constituted the unit of value, and an eagle was declared to be equal in value to ten units. The single standard gold dollar, let it be understood, is a cheat and a fraud from its very inception, and "the people," as the boys in the West say, "are beginning to get on to the racket." Such an act would eliminate the word "parity." Make such the law, put 70,000,000 of people behind it, and go ahead. We have an empire of our own, why worry about "parity"?

What, I inquire, would be the result of an increase of primary money? Could it impair the banks of the country? Certainly not; it would restore them. Bad loans would have an outcome, deposits would increase the people would know the banks could pay in lawful money and would insist on depositing it, general business would revive, men could afford to borrow and pay interest, and a new current of electric life would play all along the line; men's courage would return, America would be quick to respond, and new life and impulse would be extended to all lines of trade and commeroe. But now we, as a nation, are prostrated, and it extends to rich and poor; none escape.

America, with its old-time love for liberty, should step forward and liberate the masses of the people of the world by declaring the full restoration of silver, by abolishing future gold contracts, by making it a legal tender and admitting it to unlimited coinage. The debtor classes would be able to pay their debts. It would open up trade with the nations, and would change our present position from that of a fawning cur at its master's feet to that of a leader of 70,000,000 of proud, free, and independent people, and would give her the first rank in financial prosperity among the nations of the world.

We need diversity of occupation; all cannot well be farmers, or merchants, or manufacturers. The miner is an important factor; he is a consumer. The restoration of silver means to give employment to many who buy of

SALE OF REALTY TO-DAY.

The following sale of real estate is set down to take place at 111 Broadway to-day:

By James L. Wells, foreclosure sale, Frank Schaeffler, referee, 244 Monroe Street, south side, 269.3 feet east of Sammel Street, 24.9 by 97.8, five-story brick tenement, with stores. Due on judgment, $6,060; on prior mortgage, $20,000.

POST OFFICE NOTICE.

(Should be read daily by all interested, as changes may occur at any time.)

Foreign mails for the week ending Feb. 16 will close (promptly in all cases) at this office as follows:

MONDAY.—At 8 AM for Brazil, per steamship Coleridge, via Pernambuco, Bahia, and Rio Janeiro, (letters for North Brazil and La Plata Countries must be directed "per Coleridge");) at 9:30 AM (supplementary 10:30 AM) for Central America (except Costa Rica) and South Pacific ports, per steamship Finance, via Colon, (letters for Guatemala must be directed "per Finance");) at *3 PM for Belize, Puerto Cortez, and Guatemala, per steamship Millwater, from New-Orleans.

TUESDAY.—At 10 AM (supplementary 10:30 AM) for Fortune Island and Haiti, per steamship Alvena; at *3 PM for Costa Rica, via Limon, per steamship H. Dumois, from New-Orleans; at *3 PM for Bluefields, per steamship Washington, from New-Orleans.

WEDNESDAY.—At 6 AM for Ireland, per steamship Teutonic, via Queenstown, (letters for other parts of Europe must be directed "per Teutonic";) at 6 AM for Belgium direct, per steamship Rhynland, via Antwerp, (letters must be directed "per Rhynland";) at 8 AM (supplementary 10 AM) for Europe, per steamship New-York, via Southampton; at 10 AM for Scotland direct, per steamship Circassia, via Glasgow, (letters must be directed "per Circassia";) at 11 AM (supplementary 12:30 PM) for France, Switzerland, Italy, Spain, Portugal, Turkey, and British India, per steamship La Normandie, via Havre, (letters for other parts of Europe must be directed "per La Normandie";) at 12 M for Grenada, Trinidad, Tobago, Demerara, and Paramaribo, per steamship Irrawaddy; at 12:30 PM (supplementary 1 PM) for Bermuda, St. Thomas, and St. Croix, Leeward and Windward Islands, Martinique, and Barbados, per steamship Orinoco, (letters for Grenada, Trinidad, and Tobago must be directed "per Orinoco";) at 1 PM for Cuba, per steamship Vigilancia, via Havana, (letters for Tampico and Progreso must be directed "per Vigilancia";) at 2 PM (supplementary 1:30 PM) for Venezuela and Curacao, also Savanilla, via Curacao, per steamship Venezuela, (letters for other parts of Colombia must be directed "per Venezuela.")

THURSDAY.—At 10 AM for La Plata Countries direct, per steamship Cuvier; at 1 PM (supplementary 1:30 PM) for Nassau, N. P., and Santiago, Cuba, per steamship Santiago.

SATURDAY.—At 7:30 AM (supplementary 9:30 AM) for Europe, per steamship Umbria; at 9:30 AM for Italy and British India, per steamship Normannia, via Naples, (letters must be directed "per Normannia";) at 10 AM for Newfoundland, per steamship San Domingo; at 10 AM (supplementary 10:30 AM) for Fortune Island and Jamaica, per steamship Alisa, (letters for Colombia, via Carthagena, and Costa Rica, via Limon, must be directed "per Alisa";) at 10:30 AM for Campeachy, Chiapas, Tabasco, and Yucatan, per steamship Seneca, (letters for other Mexican States and Cuba must be directed "per Seneca";) at 10:30 AM for Haiti, Cumana, and Carupano, per steamship Prins Willem I., (letters for other parts of Venezuela, Curacao, Trinidad, British and Dutch Guiana must be directed "per Prins Willem I.";) at 11 AM for Netherlands direct, per steamship Maasdam, via Rotterdam, (letters must be directed "per Maasdam";) at 1 PM for Cape Haiti, San Domingo, and Turk's Island, per steamship Geo. W. Clyde; at *3 PM for Santa Martha and Carthagena, per steamship Yumuri, from New-Orleans; at 4 PM for Newfoundland, per steamer from Halifax.

Mails for China and Japan, per steamship Victoria, (from Tacoma,) close here daily up to Feb. *20 at 6:30 PM. Mails for the Society Islands, per steamship Galilee, (from San Francisco) close here daily up to Feb. 22 at 6:30 PM. Mails for China and Japan, (specially addressed only,) per steamship Empress of China, (from Vancouver,) close here daily up to Feb. *25 at 6:30 PM. Mails for China and Japan, per steamship Gaelic, (from San Francisco,) close here daily up to Feb. 27 at 6:30 PM. Mails for Australia, (except those for West Australia, which are forwarded via Europe), New-Zealand, Fiji and Samoan Islands, per steamship Mariposa, (from San Francisco,) close here daily up to March *3 at 6:30 PM, (or on arrival at New-York of steamship Aurania with the English mails for Australia.) Mails for Hawaii, per steamship Australia, (from San Francisco,) close here daily up to March 6 at 6:30 PM. Mails for Australia, (except West Australia,) Hawaii and Fiji Islands, per steamship Monowai, from Vancouver, close here daily after March 8 and up to March *9 at 6:30 PM. Mails for Newfoundland, by rail to Halifax, and thence by steamer, close at this office daily at 8:30 PM. Mails for Cuba, by rail to Boston, and thence by steamer, close at this office daily at 8:30 PM. Mails for Cuba close at this office daily at 6:30 PM for forwarding by steamers sailing (Mondays, Thursdays, and Saturdays) from Tampa, Fla. Mails for Mexico, overland, unless specially addressed for dispatch by steamer, close at this office daily at 3 AM.

Transpacific mails are forwarded to port of sailing daily and the schedule of closing is arranged on the presumption of their uninterrupted overland transit.

*Registered mail closes at 6 PM previous day.

After the closing hour of supplementary transatlantic mails named above, additional supplementary mails are opened on the piers of the American, English, French, and German steamers, and remain open until within ten minutes of the hour of sailing of steamer.

CHARLES W. DAYTON, Postmaster.
Post Office, New-York, N. Y., Feb. 8, 1895.

Travelers' Guide—Shipping.

NORTH GERMAN LLOYD S. S. CO.
MEDITERRANEAN SERVICE.
TO GIBRALTAR, GENOA, NAPLES.

Werra.....March 9...Algiers, Naples, Genoa
Main.....March 23...Algiers, Naples, Genoa
Kaiser W. d. Gr.....March 30.....Genoa
Werra.....April 13.....Genoa
Fulda.....April 27.....Genoa
Kaiser W. d. Gr.....May 4.....Genoa

Return tickets available from Mediterranean or from Bremen, London, or Havre.

NEW-YORK, SOUTHAMPTON, BREMEN, FAST EXPRESS STEAMERS.

I. cabin, $60 and upward; II. cabin, $45 and $50; round trip, $95 and $100.

Saale, Tu., Feb. 19, 6 A.M. Lahn, Tu., Mch. 26, 4 P.M.
Lahn, Tu., Apr. 2, 9 A.M. Saale, Tu., Apr. 9, 9 A.M.
Ems, Tu., Mch. 5, 11 A.M. Ems, Sat., Apr. 6, 7 AM.
Havel, Tu., Mch. 12, 9 A.M. Havel, Tu., Apr. 16, 9 A.M.
Trave, Tu., Mch. 19, 7 A.M. Trave, Tu., Apr. 16, 9 A.M.

SPRING SAILING, 1895.
to Southampton, (London,) BREMEN.

Lahn, Tues., April 23 Havel, Tues., June 4
Saale, Tues., April 30 Kaiser W. II., Sat., June 4
Lahn, Sat., May 4 Trave, Tues., June 11
Havel, Tues., May 7 Lahn, Tues., June 18
Trave, Tues., May 14 Aller, Tues., June 25
Lahn, Tues., May 21 Ems, Sat., June 29
Saale, Tues., May 28 Havel, Tues., July 2
Ems, Sat., June 1 Saale, Sat., July 6

NOTICE.

Beginning with S. S. Lahn, March 26 these steamers from New-York will land passengers at Southampton on the quay alongside special railway trains for London. No transfer by tender.

OELRICHS & CO., 2 Bowling Green.

GERMAN MEDITERRANEAN SERVICE.

NORTH GERMAN LLOYD S. S. CO. — HAMBURG-AMERICAN LINE.

Fast steamers between New-York and Azores, Gibraltar, Algiers, Naples, and Genoa.
Normannia, Feb. 16, 11:30 A.M. Alg. Nap., Gen.
Kaiser W. II., Feb. 23, 7 A. M. Alg., Nap., Gen.

All steamers stop at Gibraltar.

Return tickets available for the steamers of either line from Naples, Genoa, Gibraltar, Hamburg, Bremen, London, and Southampton. Direct connections from Genoa, Naples, to Egypt by N. G. Lloyd S. S. Co.'s Imp. Mail Strs.

North German Lloyd, Hamburg-American Oelrichs & Co., G. Agts., Line,
2 Bowling Green, N. Y. 37 Broadway, N. Y.

HAMBURG-AMERICAN LINE.
THE ONLY LINE maintaining a weekly service across the Atlantic with Twin-Screw Steamers.

New-York-Southampton (London, Paris)-Hamburg. This Line holds the record for fastest time on this route to Europe.

Spring Sailings, Express Steamers.

Normannia, Mh.28, 11 AM | A. Victoria, My 16, 9 AM
F. Bismarck, Ap.11, 11 AM | Columbia, May 23, 11 AM
Columbia, Apr.25, 11 AM | F. Bismarck, My.30, 11 AM
Normannia, May 9, 11 AM | Normannia, Je. 6, 11 AM

NOTICE.—After June 1, steamers will run to and from the Dock at Southampton alongside London trains. NO TRANSFER BY TENDER.

Besides DIRECT HAMBURG SERVICE by Twin-Screw Mail S. S. and other S. S.
Dania....Feb. 16, 12 M. | Prussia, Mch. 2, 10 AM
Scandia, Feb. 23, 9:30 AM | Slavonia, March 5, 12 M.
1st Cabin, $45. Intermediate, $30. Steerage, $10.

HAMBURG-AMERICAN LINE,
37 Broadway, New-York.

International Navigation Co.'s Lines.
From Pier 14 North River, foot of Fulton St.
American Line for Southampton.
Shortest and most convenient route to London.
No transfer by tender. No tidal delays.
I. Cabin, $60 upward; II. Cabin, $30 to $50.
New-York, Feb. 13, 11 AM. Berlin, Feb. 20, 11 AM.
Red Star Line.
Rhyniand, Feb. 13, 8 AM. West'n'd, Feb. 20, 2 PM.
International Navigation Company,
6 Bowling Green, New-York.

CLYDE LINE.
CHARLESTON, S. C., the South and Southwest, Florida, Jacksonville and all Florida points.
From Pier 29 E. R., (foot of Roosevelt St.,) 3 P.M.
YEMASSEE.....Monday, Feb. 11
ALGONQUIN.....Wednesday, Feb. 13
SEMINOLE.....Friday, Feb. 15

Has first-class passenger accommodations.

WM. P. CLYDE & CO., Gen. Agts.,
5 Bowling Green, New-York.

Fla. Cent. & Pen. Fast Mail and P. Line via Jacksonville.
Grt. So. Frt. & Passenger Line via Charleston.
T. G. Eger, Gen'l Agt., 391 Broadway, N. Y.

SAVANNAH LINE.—Three times weekly from Pier 34 N. R., foot of Spring St., Tuesdays Thursdays, and Saturdays, at 3 P. M. For freight or passage apply to
W. P. BRASHAGEN, E. A. | W. H. RHETT, Gen. Agt.
S.F.& W.R'y, 261 B'way. | Cent. R.R., 317 B'way.
R. L. WALKER, Agt. | J. L. ADAMS, G. E. A.
O.&S.Co., N. Pier 35 N.R. | P.C.&F.R.R., 353 B'way.
G. M. SORRELL, Manager.

OLD DOMINION LINE.

Steamers for NORFOLK, PORTSMOUTH, OLD POINT COMFORT, and NEWPORT NEWS, connecting for VIRGINIA BEACH, PETERSBURG, and RICHMOND. From pier 26, end of WASHINGTON, D. C., Mon., Tues., Wed., Thurs., and Sat. For RICHMOND, via JAMES RIVER, Mon., Wed., and Sat. For WEST POINT, Va., Tues., Thurs., and Sat. From Pier 26 N. R., foot Beach St., 3 P. M., Saturdays 4 P. M. Through tickets and freight rates to all points South and West.

W. L. GUILLAUDEU, Traffic Manager.

Travelers' Guide—Shipping.

WHITE STAR LINE.

*Teutonic, Feb. 13, 9 AM. | *Teutonic, Mch. 13, 9 AM.
Britannic, Feb. 20, 3 P.M. | Britannic, Mch. 20, 2 P.M.
*Majestic, Feb. 27, 9 AM. | *Majestic, Mh. 27, 8:30 AM
*Adriatic, Mar. 6, 1 P.M. | *Adriatic, April 3, noon.

No Cotton Carried by Passenger Steamers.

From White Star Dock, foot of West 10th St.

Saloon rates, $50 upward, according to steamer and location of berth. *Second cabin on these steamers, from $30, according to steamer. Steerage from New-York, $10. Prepaid tickets, $15. 29 Broadway, New-York. Philadelphia office, 406 Walnut St. H. MAITLAND KERSEY, Agent.

CUNARD LINE.

TO LIVERPOOL VIA QUEENSTOWN.

Umbria, Feb. 16, 11 A.M. | Etruria, Mch. 2, 9 A. M.
Servia, Feb. 23, 4½ A.M. | Aurania, Mch. 9, 3 P. M.

From Pier 40 North River, foot of Clarkson St.

Cabin passage, $60 and upward; second cabin, $35, $40, $45, according to steamer and accommodations. Steerage tickets to and from all parts of Europe at very low rates. For freight and passage apply at company's offices, 4 Bowling Green.

VERNON H. BROWN & CO., General Agents.

ATLANTIC TRANSPORT LINE OF TWIN-SCREW STEAMERS.

NEW-YORK—LONDON, Mississippi, Feb. 16.

For Freight and Passage apply to
NEW-YORK SHIPPING CO.,
General Agents,
Produce Exchange Building, 4 Broadway, New-York.

Steamers leave Pier 57 N. R., foot West 27th St.

COMPAGNIE GENERALE TRANSATLANTIQUE,

FRENCH LINE TO HAVRE.

LA NORMANDIE, Poirot...Wed., Feb. 13, 2 P. M.
LA BOURGOGNE, Leboeuf...Sat., Feb. 23, 2 P. M.
LA CHAMPAGNE, Laurent...Sat., Mch. 2, 7 A.M.

New-York to Alexandria, Egypt, via Paris, first valid 60 days. First-class, $160; second-class, $116. A. FORGET, Gen. Agent, No. 3 Bowling Green.

JAPAN-CHINA.

PACIFIC MAIL S. S. CO.
OCCIDENTAL AND ORIENTAL S. S. CO.
Steamers leave San Francisco

GAELIC.....March 5, 3 P. M.
CITY OF PEKING.....March 14, 3 P. M.
CHINA, via Honolulu.....March 26, 3 P. M.
BELGIC.....April 4, 3 P. M.
PERU.....April 13, 3 P. M.

For freight, passage, and general information apply to 343 Broadway, or 1 Battery Place, Washington Building, and 287 Broadway.

Travelers' Guide—Steamboats.

$3 TO BOSTON. $2 TO WORCESTER.
Reductions to all points East and North.

VIA NORWICH LINE

Steamers leave Pier (old number) 40 N. R., next Desbrosses St., week days only, 5:30 P. M. A fine orchestra on each steamer.

NEW-HAVEN.—Fare, $1. Excursion, $1.50. Steamer RICHARD PECK leaves Pier 25 E. R., 4 P. M. daily, Sundays excepted, arriving in time for train to Meriden, Hartford, Springfield, &c. Freight steamer leaves 9 P. M.

STONINGTON LINE—Inside route to Boston and the East. All fares reduced. Steamers leave New Pier 36 N. R. at 6 P. M. daily, except Sunday.

Travelers' Guide—Railroads.

"AMERICA'S GREATEST RAILROAD."

NEW YORK CENTRAL & HUDSON RIVER R. R.

From Grand Central Station, 42d Street:

8:30 A. M.—Except Sunday. Empire State Express. Fastest train in the world.
9:30 A. M.—Daily. Fast Mail. For Syracuse, Rochester, Buffalo, Niag. Falls, Chicago.
10:30 A. M.—Except Sunday. Day Express. For all important State points.
1:00 P. M.—Daily. Southwestern Limited, Cincinnati, Indianapolis, St. Louis, Chicago.
3:30 P. M.—Except Sunday. West Point, Poughkeepsie, Albany, Troy, Saratoga.
4:30 P. M.—Daily. North Shore Limited. Due Detroit 8:20 P. M., Chicago 4:30 P. M.
6:00 P. M.—Daily. Albany, Troy, Buffalo, Cleveland, Detroit, Chicago, Cincinnati, St. Louis.
6:25 P. M.—Daily. For Troy, Saratoga, Burlington, Plattsburg, and Montreal.
7:30 P. M.—Daily. For Auburn and local points, Buffalo, Niagara Falls, Cleveland, Indianapolis, St. Louis, Chicago.
9:00 P. M.—Daily. Only Sleeping Car passengers for Rochester carried on this train.
9:15 P. M.—Daily. For Cape Vincent, Ogdensburg, Cleveland, Detroit, Chicago.
12:05 Night, Except Sunday Night.—For Albany, Troy, Buffalo, Niagara Falls, Chicago.
9:04 A. M. and 3:38 P. M. Daily, except Sunday. To Pittsfield, via Harlem Division.

Wagner palace cars on all through trains.

Trains illuminated by Pintsch Light.

Tickets at Wagner offices at Grand Central Station, 113, 261, 413, 785 Broadway, 31 East 14th St., Lincoln Building, 942 Broadway, 235 Columbus Av., 53 West 125th St., and 138th St. Station, Jersey City, 338 and 726 Fulton St. and 74 Broadway, E. D., Brooklyn.

Baggage checked from hotel or residence by the Westcott Express Company.

JOHN M. TOUCEY, GEORGE H. DANIELS, General Manager. Gen. Passenger Agent.

WEST-SHORE R.R.

Trains leave West 42d St. Station, New-York, as follows, and 15 minutes earlier from foot Franklin St.:

3:30 A. M. Daily local for Buffalo.
8:30 A. M. Daily for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Detroit, Chicago; except Saturday for Toronto.
5:15 P. M. Daily for Albany, Montreal, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis.
7:45 P. M. Daily, except Sunday, for Utica, Syracuse, Rochester, and Buffalo.
8:35 P. M. Daily for Albany. Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis.

For tickets, time tables of local trains, parlor and sleeping car accommodations apply city offices, Brooklyn and New-York, and at stations. Time tables at principal hotels. For other information address

C. E. LAMBERT, General Passenger Agent,
5 Vanderbilt Av., New-York.

LEHIGH VALLEY R. R.

Stations foot of Cortlandt and Desbrosses Sts.

7:00 A. M. daily for Mauch Chunk and intermediate stations.

8:15 A. M. daily for GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, SUSPENSION BRIDGE, and the West and principal local points; dining car to Suspension Bridge; Pullman sleeper to Chicago.

11:10 A. M. daily for MAUCH CHUNK and intermediate points; connections for Reading and Harrisburg.

1:00 P. M. daily, except Sunday, for ELMIRA and all intermediate stations; connections for Pottsville and Reading; chair car to Wilkesbarre.

4:10 P. M. daily, except Sunday, for L. and H. JUNCTION and principal intermediate stations; Pullman buffet parlor car to Wilkesbarre; connections for Pottsville.

4:20 P. M. daily, except Sunday, for SOUTH PLAINFIELD and intermediate stations.

5:15 P. M. daily for EASTON and intermediate stations.

6:00 P. M. daily, for BUFFALO, NIAGARA FALLS, and all points West. Pullman sleeper, vestibuled train, N. Y. to Chicago. New-York to Buffalo and Toronto. Connections for Reading and Harrisburg.

6:30 P. M. daily, except Sunday, for EASTON and intermediate stations.

9:00 P. M. daily, for ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and all points West. Pullman sleepers to Chicago and Buffalo, chair car to Wilkesbarre.

10:30 A. M.—Except Sunday. Day Express. For all important State points.

1:00 P. M.—Daily. Southwestern Limited, Cincinnati, Indianapolis, St. Louis, Chicago.

3:30 P. M.—Except Sunday. West Point, Poughkeepsie, Albany, Troy, Saratoga.

4:30 P. M.—Daily. North Shore Limited. Due Detroit 8:20 P. M., Chicago 4:30 P. M.

6:00 P. M.—Daily. Albany, Troy, Buffalo, Cleveland, Detroit, Chicago, Cincinnati, St. Louis.

6:25 P. M.—Daily. For Troy, Saratoga, Burlington, Plattsburg, and Montreal.

7:30 P. M.—Daily. For Auburn and local points, Buffalo, Niagara Falls, Cleveland, Indianapolis, St. Louis, Chicago.

9:00 P. M.—Daily. Only Sleeping Car passengers for Rochester carried on this train.

9:15 P. M.—Daily. For Cape Vincent, Ogdensburg, Cleveland, Detroit, Chicago.

12:05 Night, Except Sunday Night.—For Albany, Troy, Buffalo, Niagara Falls, Chicago.

9:04 A. M. and 3:38 P. M. Daily, except Sunday. To Pittsfield, via Harlem Division.

Wagner palace cars on all through trains.

Trains illuminated by Pintsch Light.

Tickets at Wagner offices at Grand Central Station, 113, 261, 413, 785 Broadway, 31 East 14th St., Lincoln Building, 942 Broadway, 235 Columbus Av., 53 West 125th St., and 138th St. Station, Jersey City, 338 and 726 Fulton St. and 74 Broadway, E. D., Brooklyn.

Baggage checked from hotel or residence by the Westcott Express Company.

JOHN M. TOUCEY, GEORGE H. DANIELS, General Manager. Gen. Passenger Agent.

WEST-SHORE R.R.

Trains leave West 42d St. Station, New-York, as follows, and 15 minutes earlier from foot Franklin St.:

3:30 A. M. Daily local for Buffalo.
8:30 A. M. Daily for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Detroit, Chicago; except Saturday for Toronto.
5:15 P. M. Daily for Albany, Montreal, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis.
7:45 P. M. Daily, except Sunday, for Utica, Syracuse, Rochester, and Buffalo.
8:35 P. M. Daily for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis.

For tickets, time tables of local trains, parlor and sleeping car accommodations apply city offices, Brooklyn and New-York, and at stations. Time tables at principal hotels. For other information address

C. E. LAMBERT, General Passenger Agent,
5 Vanderbilt Av., New-York.

LEHIGH VALLEY R. R.

Stations foot of Cortlandt and Desbrosses Sts.

7:00 A. M. daily for Mauch Chunk and intermediate stations.

8:15 A. M. daily for GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, SUSPENSION BRIDGE, and the West and principal local points; dining car to Suspension Bridge; Pullman sleeper to Chicago.

11:10 A. M. daily for MAUCH CHUNK and intermediate points; connections for Reading and Harrisburg.

1:00 P. M. daily, except Sunday, for ELMIRA and all intermediate stations; connections for Pottsville and Reading; chair car to Wilkesbarre.

4:10 P. M. daily, except Sunday, for L. and H. JUNCTION and principal intermediate stations; Pullman buffet parlor car to Wilkesbarre; connections for Pottsville.

4:20 P. M. daily, except Sunday, for SOUTH PLAINFIELD and intermediate stations.

5:15 P. M. daily for EASTON and intermediate stations.

6:00 P. M. daily, for BUFFALO, NIAGARA FALLS, and all points West. Pullman sleeper, vestibuled train, N. Y. to Chicago. New-York to Buffalo and Toronto. Connections for Reading and Harrisburg.

6:30 P. M. daily, except Sunday, for EASTON and intermediate stations.

9:00 P. M. daily, for ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and all points West. Pullman sleepers to Chicago and Buffalo, chair car to Wilkesbarre.

ERIE LINES.

Through trains for Chicago and the West leave New-York, foot of Chambers St., daily, as follows, and five minutes earlier from West 23d St.:

9:30 A. M.—Express for Waverly, Binghamton, Elmira, Buffalo, Bradford, and Salamanca. Parlor car to Buffalo.

3:00 P. M.—Vestibuled Limited. Solid train for Chicago, via Chautauqua Lake. Arrives Cleveland 8:45 A. M., Chicago 7 P. M. Sleepers to Chicago, Cleveland, and Cincinnati. Dining Car.

6:30 P. M.—Buffalo Vestibule Express. Arrives Buffalo 6 A. M., making direct connection for Detroit, Chicago, and the West. Buffalo passengers can remain in sleeper until 8 A. M.

8:45 P. M.—Via Chautauqua Lake and Niagara Falls. Solid train to Chicago. Sleepers to Buffalo, Chicago, and Cincinnati. Dining car.

Tickets and Pullman accommodations at 111, 261, 401, and 957 Broadway, 156 East 125th St., Grand Central Station, 257 West 23d St., Ferries, 241 Fulton St., Brooklyn; 200 Hudson St., Hoboken, and Jersey City Station. Erie Transfer Company calls for and checks baggage from hotels and residences to destination.

BALTIMORE & OHIO R. R.

Fast Express Trains TO
BALTIMORE, WASHINGTON, CHICAGO, CINCINNATI, ST. LOUIS, AND ALL POINTS WEST.
PULLMAN CAR SERVICE ON ALL TRAINS.

Leave New-York, foot of Liberty St., daily:
For CHICAGO, 1:30 P. M. and 12:15 night.
PITTSBURG, 1:30 P. M. and 12:15 night.
CINCINNATI, ST. LOUIS, 9 A. M., 6 P. M.
WASHINGTON, BALTIMORE, 9 A. M., (11:30 A. M., Dining Car,) 1:30, (3:30 P. M. ex. Sun.,) (5:00 P. M, Dining Car,) 6:00 P. M., 12:15 night.

All trains run daily except 3:30 P. M.

NORFOLK, 3:30 A.M. daily, 7:30 P.M. ex. Sun.
NEW-ORLEANS, Roanoke, Bristol, and Chattanooga, through Pullman Sleeping Car, 5:00 P M daily.

All Trains illuminated with Pintsch Light.

Offices: 1113, 1272, 261, 415, 944, 1,140 B'way, 23 E. 14th St., 27 Bowery, N. Y.; 339, 344 Fulton St., Brooklyn; Station foot of Liberty St., C. R. R. of N. J.

New-York Transfer Co. will call for and check baggage from hotel or residence to destination.

New-York and Boston All Rail.

N. Y., N. H. & H. R. R. and connections.

From Grand Central Station.		
Leave	By Way of	Due
9:00 AM.,	Springfield & Worcester,	3:30 PM.
10:00 AM.,	††New-London & Providence,	3:30 PM.
10:02 AM.,	New-London & Providence,	4:30 PM.
11:00 AM.,	Springfield & Worcester,	4:30 PM.
1:00 PM.,	New-London & Providence,	7:30 PM.
3:00 PM.,	New-London & Providence,	9:00 PM.
3:00 PM.,	*Willimantic & N. Y. & N.E.,	9:00 PM.
4:00 PM.,	*Springfield & Worcester,	10:00 PM.
5:00 PM.,	*New-London & Providence,	11:00 AM.
11:00 PM.,	*Springfield & Worcester,	6:15 AM.
12:00 PM.,	*New-London & Providence,	7:00 AM.

*Runs daily, including Sundays.
††Five-hour limited, all parlor cars. Fare, $7, including parlor-car seat.
Return service same hours and by same route.
Through parlor or sleeping cars by each train.
C. T. HEMPSTEAD, Gen'l Pass. Agent.

Travelers' Guide—Railroads.

PENNSYLVANIA RAILROAD.

Stations foot of Desbrosses and Cortlandt Streets

In Effect January 20, 1895.

9:30 A. M. FAST LINE.—Parlor Car to Pittsburg.

10:00 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment, Sleeping, Dining, Smoking, and Observation Cars. Arrives Chicago 9 A. M., Cleveland 5:25 A. M., Cincinnati 6:40 A. M., Indianapolis 7:45 A. M., St. Louis 3 P. M., and Toledo 9 A. M.

2:00 P. M. CHICAGO AND ST. LOUIS EXPRESS.—Pullman Sleeping and Dining Cars to St. Louis, Louisville, and Chicago. Arrives Cincinnati 10:45 A. M., St. Louis 7 P. M., Chicago 5 P. M.

6:00 P. M. WESTERN EXPRESS.—Pullman Sleeping and Dining Cars to Chicago and Cleveland. Arrives Cleveland 11:25 A. M., Chicago 9 P. M. next day.

7:45 P. M. SOUTHWESTERN EXPRESS.—Pullman Sleeping and Dining Cars to Cincinnati and St. Louis. Arrives Cincinnati 6 P. M., Indianapolis 10:15 P. M., St. Louis 7 A. M. second morning.

8:00 P. M. PACIFIC EXPRESS.—Pullman Sleeping Car to Pittsburg. Connects for Chicago daily, and Cleveland and Toledo except Saturday.

WASHINGTON AND THE SOUTH.

8, 8:30, 9, 10:10, (Dining Car,) 11 A. M., 2:10, (3:20, "Congressional Lim.," all Parlor and Dining Cars,) 3:20, (Dining Car,) 4:30, (Dining Car,) 5, Dining Car,) 6 P. M., 12:15 night. Sunday, 8:30, 9 A. M., (3:20, "Congressional Lim.," all Parlor and Dining Cars,) 3:20, (Dining Car,) 4:30, 5, (Dining Car,) 9 P. M., 12:15 night.

SOUTHERN RAILWAY. "Florida Express," 3:20 P. M. daily, Sleepers to Augusta, Jacksonville, St. Augustine; 4:30 P. M. daily, Sleepers to Aiken, Augusta, Hot Springs, Memphis, and New-Orleans; 12:15 night, daily, Sleepers to Montgomery and Jacksonville.

ATLANTIC COAST LINE. "Florida Special" for Jacksonville and St. Augustine, 4:30 P. M. week days; 9:00 A. M. daily, Sleepers to Tampa, St. Augustine, Macon, Charleston; 9:00 P. M. daily, Sleeper to Tampa.

CHESAPEAKE & OHIO RAILWAY. Express, 5:00 P. M. daily. Through Sleeping and Dining Cars.

FOR OLD POINT COMFORT and NORFOLK, via Cape Charles Route, 8 A. M. week days, and, with Through Sleeper, 8 P. M. daily.

FOR ATLANTIC CITY, 1:50 P. M. week days, Through Buffet Parlor Car and Coach.

FOR CAPE MAY, 1:00 P. M. week days.

For Long Branch, Asbury Park, Ocean Grove, and Point Pleasant, 9:10 A. M., 12:10, 3:40, 5:10, and 11:50 P. M. week days. Sundays, (except Asbury Park and Ocean Grove,) 9:45 A. M., 5:15 P. M.

FOR PHILADELPHIA.

6:20, 7:20, 8, 8:30, 9, 9:30, (10 Penn'a Limited,) 10:10, (Dining Car,) 11 A. M., 12, 1, 2:10, 3, 3:20, (Dining Car,) 4, 4:30, (Dining Car,) 5, (Dining Car,) 6, 7:50, 8, 9 P. M., 12:15 night. Sundays, 6:15, 8:30, 9, 9:30, (10 Limited,) 10 A. M., 2, (Dining Car,) 3:20, (Dining Car,) 4, 4:30, (Dining Car,) 5, (Dining Car,) 6, 7:45, 8, 9, P. M., 12:15 night.

Ticket offices: Nos. 433, 944, 1,196, 1,323, 111, and 261 Broadway, 1 Astor House, and foot of Desbrosses and Cortlandt Sts.; 4 Court St., 860 Fulton St., 98 Broadway, and Brooklyn Annex Station, foot of Fulton St., Brooklyn; Station, Jersey City, New-York Transfer Company will call for and check baggage from hotels and residences through to destination.

S. M. PREVOST, J. R. WOOD,
General Manager. General Pass'r Agent.

CENTRAL RAILROAD OF NEW JERSEY

(Anthracite coal used exclusively.)
Four tracks. Automatic Block Signals.
On and after Dec. 3, 1894,
Trains leave station foot of Liberty St.

For Easton, Bethlehem, Allentown, Mauch Chunk, &c., 4:30, 7:15, 9:10, (11:45 to Easton,) A. M., 1:10, 1:30, (4:00 to Easton,) 4:30, 5:45, 7:30 P. M., Sundays, 4:30 A. M., 1:00, 5:30, (7:15 to Easton,) A. M., 1:00, 5:30, 6:00 P. M.

For Wilkesbarre, Pittston, and Scranton, 9:10 A. M., 1:10, 1:30, 4:30 P. M. Sundays, 4:30 A. M.

For Reading, at 4:30, 9:10, 10:00 A. M., 1:30, 4:00, 5:00, 5:45, 7:30 P. M., 12:15 night. Sundays, 4:30 A. M., 1:00, 1:30, 5:30, 6:00 P. M., 12:15 night.

For Harrisburg, at 4:30, 8:00, 9:10 A. M., 1:10, 1:30, 4:00, 5:00, 5:45, 7:30 P. M., 12:15 night. Sundays, 1:00, 5:30, 6:00 P. M., 12:15 night.

For Sunbury, Lewisburg, and Williamsport, at 4:30, 8:00, 9:10 A. M., 1:10, 1:30, 7:30 P. M. Sundays, 9:00 P. M.

For Red Bank, Long Branch, and points south to Point Pleasant, 4:30, 8:15, 11:30 A. M., 1:30, 1:45, (3:40 to Red Bank,) 4:15, 4:40, 6:15 P. M. Sundays, except Ocean Grove and Asbury Park, 9:00 A. M., 4:00 P. M.

FOR LAKEWOOD,

4:30, 8:15 A. M., 1:45, 3:40, 4:40 P. M.

For Farmingdale, Toms River, Barnegat Park, and Barnegat, 4:30, 8:15 A. M., 1:45, 4:40 P. M.

For Atlantic City, Vineland, and Bridgeton, 4:30 A. M., 1:45 P. M.

For Manasquan Beach, Seabright, and Highlands of Navesink, 4:30, 8:15, 11:30 A. M., 1:30, 1:45, 4:15, 4:40 P. M. Sundays, 9:00 A. M., 4:00 P. M.

ROYAL BLUE LINE

TO PHILADELPHIA, BALTIMORE, AND WASHINGTON.

For Philadelphia, week days, 4:30, 8:00, 9:00, 10:00, 11:30 (Dining Car) A. M., 1:30, 3:30, 4:00, (Buffet Parlor Car,) 5:00, (Dining Car, 6:00, 7:30, 9:15 P. M. Sundays, 4:30, 8:00, 9:00, 11:30 (Dining Car) A. M., 1:30, 5:00, (Dining Car,) 6:00 P. M., 12:15 night.

For Baltimore and Washington, week days, 9:00, 11:30 (Dining Car) A. M., 1:30, 3:30, 5:00, (Dining Car,) 6:00 P. M., 12:15 night. Sundays, 9:00, 11:30 (Dining Car) A. M., 1:30, 5:00, (Dining Car,) 6:00 P. M., 12:15 night.

Tickets and information can be procured at 113, 172, 261, 415, 944, 1,140, 1,323 Broadway, 737 6th Av., 31 East 14th St., 134 East 125th St., 264 West 125th St., 251 Columbus Av., New-York; 4 Court St., 860 Fulton St., 98 Broadway, Williamsburg. The New-York Transfer Company will call for and check baggage from hotel or residence to destination.

DELAWARE, LACKAWANNA & WESTERN R. R. stations in New-York foot of Barclay and Christopher Sts. VESTIBULED TRAINS, PULLMAN BUFFET CARS.

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7:20 A. M.—BUFFALO EXPRESS, Parlor Cars, Coaches, and Dining Car to Binghamton, Elmira, Buffalo, Bradford, and Salamanca.

9:00 A. M.—BUFFALO, SCRANTON,